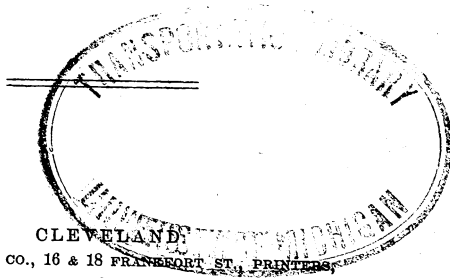




NINTH ANNUAL REPORT  
OF THE  
PRESIDENT AND DIRECTORS  
OF THE  
LAKE SHORE  
AND  
MICHIGAN SOUTHERN  
RAILWAY COMPANY  
TO THE STOCKHOLDERS,  
FOR THE  
FISCAL YEAR ENDING DEC. 31, 1878.

CLEVELAND

FAIRBANKS & CO., 16 & 18 FRANKFORT ST., PRINTERS,  
1879.





# NINTH ANNUAL REPORT

OF THE

PRESIDENT AND DIRECTORS

OF THE

# LAKE SHORE

AND

MICHIGAN SOUTHERN

RAILWAY COMPANY

TO THE STOCKHOLDERS,

FOR THE

FISCAL YEAR ENDING DEC. 31, 1878.

---

CLEVELAND:

FAIRBANKS & CO., 16 & 18 FRANKFORT ST., PRINTERS,  
1879.



Transportation  
Library

HE

2791

.L192

Transport.

ORGANIZATION  
OF THE  
LAKE SHORE & MICHIGAN SOUTHERN  
RAILWAY COMPANY.

MAY 1, 1879.

DIRECTORS.

WILLIAM H. VANDERBILT.....	NEW YORK.
CORNELIUS VANDERBILT.....	NEW YORK.
WILLIAM K. VANDERBILT.....	NEW YORK.
SAMUEL F. BARGER.....	NEW YORK.
AUGUSTUS SCHELL.....	NEW YORK.
JOHN E. BURRILL.....	NEW YORK.
FRANCIS P. FREEMAN.....	NEW YORK.
HENRY B. PAYNE.....	CLEVELAND, O.
AMASA STONE.....	CLEVELAND, O.
WILLIAM L. SCOTT.....	ERIE, PA.
CHARLES M. REED.....	ERIE, PA.
RASSELAS BROWN.....	WARREN, PA.
ALBERT KEEP.....	CHICAGO, ILL.

OFFICERS.

PRESIDENT.....	WILLIAM H. VANDERBILT.....	NEW YORK.
VICE PRESIDENT.....	AUGUSTUS SCHELL.....	NEW YORK.
TREASURER AND SECRETARY.....	EDWIN D. WORCESTER.....	NEW YORK.
Ass't Sec. & Ass't Treas. <i>pro tem</i> .....	N. BARTLETT.....	CLEVELAND, O.
AUDITOR.....	C. P. LELAND.....	CLEVELAND, O.
GENERAL MANAGER.....	JOHN NEWELL.....	CLEVELAND, O.
GENERAL SUPERINTENDENT.....	CHARLES PAINE.....	CLEVELAND, O.
GENERAL FREIGHT AGENT.....	ADDISON HILLS.....	CLEVELAND, O.
Ass't GENERAL FREIGHT AGENT.....	CHARLES M. GRAY.....	CHICAGO, ILL.
Ass't GENERAL FREIGHT AGENT.....	GEORGE H. VAILLANT.....	CLEVELAND, O.
Ass't GENERAL FREIGHT AGENT.....	J. T. R. MCKAY.....	CLEVELAND, O.
GENERAL TICKET AGENT.....	J. W. CARY.....	CLEVELAND, O.
CHIEF ENGINEER.....	L. H. CLARKE.....	CLEVELAND, O.
GENERAL MASTER MECHANIC.....	JAMES SEDGLEY.....	CLEVELAND, O.
MASTER CAR BUILDER.....	JOHN KIRBY.....	CLEVELAND, O.
PURCHASING AGENT.....	A. C. ARMSTRONG.....	CLEVELAND, O.

GENERAL OFFICES.....	CLEVELAND, O.
NEW YORK OFFICE, Room 47, Grand Central Depot.....	NEW YORK.

Stock transferred and Dividends paid at New York Office. Coupons paid by Chemical Bank, New York. Registered interest paid by Union Trust Co., New York.



# REPORT.

---

The President and Directors of the LAKE SHORE & MICHIGAN SOUTHERN RAILWAY COMPANY submit to the Stockholders the following Report for the fiscal year ending December 31, 1878:

## ROAD OPERATED.

Main Line—Buffalo, N. Y., to Chicago, Ill.....	540.37 miles.
Eleven Branches and Tributary Leased Roads.....	636.42 “
TOTAL.....	1,176.79 miles.

This Company owns 1,024.71 miles, (although 160.11 miles are embraced in three other organizations,) and leases 152.08 miles.

Of the 540.37 miles of main line, 235.65 are double track, making the main line, equal to 776.02 miles of single track; and two branches—203.66 miles—are so situated that they, with the main line, form a double line of road between Cleveland, Ohio, and Elkhart, Indiana, (101 miles east of Chicago,) making, together, 979.68 miles of track, all laid with steel rails. There are also a few miles of steel rails in two branches, making in all 1,002 miles track laid with steel rails.

## CONSTRUCTION

Is charged with but two items in 1878:

Cost of three blocks land 22d—25th streets, Chicago.....	\$80,000 00
Contract price new Iron Bridge across the Maumee River at Toledo.....	80,000 00
	\$160,000 00

Several other items, perhaps fairly chargeable either wholly or in part to construction: new buildings, three miles side tracks,

bridge across Buffalo Creek, small real estate purchases, etc. were charged to operating expenses.

### Stands unchanged : EQUIPMENT

495 Locomotives, 10,546 Cars.....\$14,378,709 04

### CAPITAL STOCK.

The Capital Stock of the company is \$50,000,000, to-wit :

Guaranteed (10 per cent.).....	5,335 Shares—\$100.....	\$ 533,500
Ordinary.....	494,665 Shares— 100.....	49,466,500
	500,000 Shares—\$100.....	\$50,000,000

Of the guaranteed stock, the claim for dividends between 1857 and 1863 has been settled on \$360,600, leaving \$172,900 still unsettled.

Dividends of 5 per cent. February 1, and 5 per cent. August 1, have been regularly paid on this stock since August 1, 1863, the date of the first dividend.

Of the ordinary stock the Company owns 2,654 shares (\$265,400), which appears among its assets in the balance sheet.

### BONDED DEBT.

The Bonded Debt of the Company stood :

December 31, 1877.....	\$35,750,000
December 31, 1878.....	35,500,000
DECREASE.....	\$ 250,000

This decrease was accomplished by the annual contribution to the sinking fund of the first general consolidated mortgage of \$25,000,000. This mortgage provides for a sinking fund of one per cent., or \$250,000 per year. This obligation has run for eight years, amounting to \$2,000,000, resulting in a reduction in interest account of \$140,000 per annum.

The bonded debt may be thus classified :

First Mortgage—matures in 1900, including eleven divisional mortgages on original roads, to be merged into this mortgage upon maturity .....	\$25,000,000
Less sinking fund.....	2,000,000
	\$23,000,000
Second Mortgage—matures in 1903; amount of mortgage.....	\$25,000,000
Outstanding (including the plain Bonds of 1882—\$3,150,000—provided for by this mortgage).....	12,500,000
TOTAL DEBT—interest 7 per cent.....	\$35,500,000

A table giving details of each class of bonds now outstanding will be found on a subsequent page.

### EARNINGS.

	1878	1877
From Freight.....	\$10,048,951 78	\$ 9,476,607 59
From Passengers.....	3,057,392 73	3,203,199 66
From Mails.....	503,765 29	453,085 72
From Express.....	262,618 30	250,891 43
From all other sources.....	107,038 32	120,774 52
<b>TOTAL.....</b>	<b>\$13,979,766 42</b>	<b>\$13,505,158 92</b>
Operating Expenses and Taxes.....	8,486,600 87	8,963,965 65
PER CENT.....	60.70	66.37
<b>Net Earnings.....</b>	<b>\$ 5,493,165 55</b>	<b>\$ 4,541,193 27</b>
Interest, Leases, Etc.....	2,718,791 71	2,775,657 70
<b>BALANCE.....</b>	<b>\$ 2,774,373 84</b>	<b>\$ 1,765,535 57</b>
Per Share.....	\$5.61	\$3.57
Paid Dividend, August 1, 1878—1 per cent, }		
Paid Dividend, Feb'y 1, 1879—3 per cent, }	\$1,978,660 00	
Paid on account of Ashtabula accident.....	77,909 48	
Paid other claims growing out of the business of 1876 and 1877.....	37,544 60	
Surplus for the year.....	680,259 76	
<b>TOTAL.....</b>	<b>\$2,774,373 84</b>	
Disposition of surplus of.....	\$ 680,259 76	
1. Contribution to Sinking Fund—1878.....	250,000 00	
2. Pittsburgh and Lake Erie Railroad stock.....	200,000 00	
3. Three blocks of land in Chicago.....	80,000 00	
4. New Iron Bridge at Toledo.....	80,000 00	
	\$ 610,000 00	
Leaving an unexpended balance of.....	70,259 76	
	\$ 680,259 76	

The circular sent to stockholders upon the declaration of the dividend paid 1st February, 1879, contained the following—which is restated here in connection with the second and third of the foregoing items.

“From the balance for 1878, there has been paid \$200,000 for a subscription for that amount of the stock of the Pittsburgh and Lake Erie Railroad Company, and \$80,000 for lands in Chicago. The former was to aid in the construction of a line from Pittsburgh by way of Youngstown, running over the Mahoning Coal Railroad, leased by this Company, and reaching the Company's line at Ashtabula and the water fronts and docks at Ashtabula Harbor. This enterprise will, it is believed, contribute largely to this Company's traffic at remunerative rates—sufficiently to amply compensate for the investment. The land at Chicago has long been considered necessary for the convenient and economical transaction of the Company's business. Some years ago negotiations for its purchase

at \$150,000 were carried on. Being in market at the price now paid, and other parties being desirous to purchase and improve, so as to practically place it out of the reach of the Company in the future, it was taken."

Increase in Gross Earnings.....	\$474,607 50	3. 4 per cent.
Decrease in Operating Expenses.....	477,364 78	5. 3 per cent.
Increase in Net Earnings.....	951,972 28	17. 3 per cent.

The financial results of the nine years since consolidation are shown by the following condensed table :

YEAR	MILES.	GROSS EARNINGS.	OPERATING EXPENSES		NET EARNINGS.	INTEREST, LEASES AND DIVIDENDS GUARANTEED STOCK.	DIVIDENDS.	
			Amount	Per Cent.			Amount.	Per Cent
1870.....	1,013	\$13,509,236	\$ 8,368,821	61.95	\$5,140,415	\$1,828,897	\$2,752,360	8
1871.....	1,074	14,898,449	9,779,806	65.64	5 118,643	2 121,164	2,874,355	8
1872.....	1,136	17,699,935	11,839 526	66.90	5,860,409	2,201,459	3,466,096	8
1873.....	1,175	19,414,509	13,746,598	70.90	5,667,911	2,654,560	1,978,040	4
1874.....	1,175	17,146,131	11,152,371	65.04	5,993,760	3,008,193	1,607,661	3½
1875.....	1,175	14,434,199	10,531 501	72 96	3,902,698	2,810,294	989,330	2
1876.....	1,177	13,949,177	9,574,836	68.64	4,374,341	2,759,989	1,607,661	3½
1877.....	1,177	13,505,159	8,963,966	66.37	4,541,193	2,775 657	989,330	2
1878.....	1,177	13,979,766	8,486,601	60.70	5,493,165	2 718,792	1,978,660	4

The following condensed tables show the freight and passenger business for the entire nine years, 1870-1878 :

#### FREIGHT.

YEAR.	TONS.	AVERAGE MILES HAULLED.	TONS ONE MILE.	REVENUE.	RECEIPT PER TON PER MILE.	COST PER TON PER MILE.	PROFIT PER TON PER MILE.
					CENT	CENT	CENT
1870.....	2,978,735	192.7	574,035,571	\$ 8,746,126	1.504	.932	.572
1871.....	3,784,525	193.9	733,670,696	10,341,218	1.391	.913	.478
1872.....	4,443,092	208.2	924,844,140	12,824,862	1.374	.920	.454
1873.....	5,176,661	203.6	1,053,927,189	14,192,399	1.335	.946	.389
1874.....	5,221,267	191.4	999,342,081	11,918,350	1.180	.767	.413
1875.....	5,022,490	187.8	943,336,161	9,639,038	1.010	.737	.273
1876.....	5,635,167	201.2	1,133,834,828	9,405,629	.817	.561	.256
1877.....	5,513,398	195.9	1,080,005,561	9,476,608	.864	.573	.291
1878.....	6,098,445	219.8	1,340,467,821	10,048,952	.734	.474	.260

#### PASSENGERS.

YEAR.	PASSENGERS	AVERAGE DISTANCE	PASSENGERS ONE MILE.	REVENUE	RECEIPT PER PASSENGER PER MILE.	COST PER PASSENGER PER MILE.	PROFIT PER PASSENGER PER MILE.
					CENT	CENT	CENT
1870.....	2,065,440	77	160,500,114	\$4,192,960	2.612	1.618	.994
1871.....	2,046,428	70	142,684,243	4,006,724	2 808	1.843	.965
1872.....	2,212,754	74	162,308,495	4,218,543	2.599	1.739	.860
1873.....	2,845,163	63	179,363,173	4,569,730	2.542	1.802	.740
1874.....	3,096,263	56	173,224,572	4,249 022	2.452	1.595	.857
1875.....	3,170,234	52	164,950,861	3,922,798	2.378	1.735	.643
1876.....	3,119,923	56	175,510,501	3,664,148	2.090	1.438	.652
1877.....	2,742,295	50	138,116,618	3,203,200	2.319	1.539	.780
1878.....	2,746,032	49	133,702,021	3,057,393	2.287	1.166	1.121

The rate per ton per mile, in 1878—cent 0.734 was 15 per cent less than the rate of 1877—cent 0.864. This, alone, would have resulted in a decrease in freight earnings on same tonnage, of \$1,742,000; but the increase in tonnage, 24 per cent, saved this loss and produced an *increase* in earnings of \$572,344, or 6 per cent.

The freight table above shows that the volume of business in 1878 was far in excess of any year since the formation of the Company. The rate at which it was done, however, was but a little more than one-half the rate of 1873; was less than one-half the rate of 1870, and was about one-third the rate of 1860.

These facts are worth attention in view of the idea, still prevalent, that railroad charges are high, and even excessive. When the movement in respect to rates began, in 1873, it was predicted by those familiar with the general subject, that the operation of strictly business causes would, in due time, adjust rates to a minimum below anything *then* claimed by the most ardent advocate of compulsory "cheap transportation." The prediction has been verified, but the demands of the parties referred to are still unabated.

Let the present rates be considered in connection with the value of the services performed, and it seems strange that the idea spoken of should continue to be maintained. It is probably unquestionable that the future of the railroad system is to do a large volume of traffic at rates so low that only by the strictest attention to those economic conditions that modern progress has made possible can the obligations of the companies be met. Within certain limits this effect is, upon broad general principles, a healthy one; but it is evident that it has already closely approached if not fully reached its extreme lowest point.

In common with other roads, the earnings from passengers show a decrease of \$145,807 or  $4\frac{1}{2}$  per cent. The decrease in the earnings of passenger trains, however, is but \$84,000, as the earn-



ings from mails and express show an increase of \$61,807. As against this decrease the passenger train mileage was reduced by 67,310 miles at a saving of \$57,213.50.

#### OPERATING EXPENSES.

The most gratifying feature of the year under review is the large reduction of expenses, reaching substantially the amount anticipated in the last annual report—\$500,000. The figures are :

1877.....	\$8,963,965	66.37 per cent. of Earnings.
1878.....	8,486,601	60.70       "       "
REDUCTION.....	477,364	5.67 per cent.

This reduction was accomplished notwithstanding the great increase—24 per cent.—in tonnage, requiring an increase in freight train mileage of 12 per cent. At the same time the property was not only fully maintained, but considerably improved. The operating expenses include 10,194 tons—107 miles, steel rails, 535,102—200 miles, cross ties, 212 new cars built to replace a like number worn out ; a double track, stone and iron bridge across Buffalo Creek, 280 feet in length, and other work of a like character, costing over \$125,000.

#### CONCLUSION.

The year 1879 opened with the road practically blockaded by an unprecedented fall of snow, covering New York and New England. While this resulted in a heavy decrease in earnings in January, the first quarter of the year shows a small increase in gross earnings, \$18,000, a decrease in operating expenses of \$12,000, making an increase in net earnings of \$30,000.

The substantial settlement of the financial policy of the country, and the liquidation that has been going on during the past five years will, no doubt, during 1879, show their effects in a healthy development of the local industries along the line—as they must, too, upon the business activity of the whole land.

The fixed charges against Net Earnings in 1879, will be as follows:

Interest on L. S. & M. S. R'y debt, \$35,500,000 at 7 per cent.....	\$2,485,000
Interest on D., M. & T. " 924,000 at 7 " .....	64,680
Interest on K. & W. P. " 600,000 at 7 & 8 " .....	44,000
Dividend on Guaranteed Stock, \$533,500 at 10 per cent.....	53,350
Rental four branch roads—(two estimated).....	253,000
	<hr/>
	\$ 2,900,030
Less interest and dividends on assets—estimated.....	200,000
	<hr/>
TOTAL, (\$225,000 per month.).....	\$ 2,700,030
Same in 1878.....	2,718,791
	<hr/>
REDUCTION.....	\$ 18,761

For the successful movement of the exceptionally large business of the year, at a low cost, and with freedom from accident, much credit is due the General Manager, Mr. John Newell; the General Superintendent, Mr. Charles Paine; the Chief Engineer, Mr. L. H. Clarke; and all the other officers on the line.

W. H. VANDERBILT,  
*President.*

CLEVELAND, May 7th, 1879.

## LAKE SHORE &amp; MICHIGAN SOUTHERN RAILWAY CO.

1877.	Per Cent.	EARNINGS.	Per Cent.	1878.
\$ 9,476,607 59	70 17	From Freight.....	71.88	\$ 10,048,951 78
3,203,199 66	23.72	Passengers.....	21.87	3,057,392 73
250,891 43	1.86	Express.....	1.88	262,618 30
453,685 72	3.36	Mails.....	3.61	503,765 29
50,005 12	.37	Rents.....	.40	56,241 70
70,769 40	.52	All other sources.....	.86	50,796 62
\$ 13,505,158 92	100.	TOTAL.....	100.	13,979,766 42
		INCREASE.....		\$474,607 50
1877.	Per Cent of Earnings	EXPENSES.	Per Cent of Earnings.	1878.
\$ 214,743 41	1.59	General Office Expenses.....	1.63	227,601 82
522,958 25	3.87	Conductors and Trainmen.....	3.97	555,662 70
604,382 93	4.48	Enginemen and Firemen.....	4.55	636,207 50
1,619,359 17	12.00	Agents and Station Labor.....	11.66	1,629,709 5
19,554 60	.14	Telegraph Repairs and Supplies.....	.12	16,331 96
29,079 48	.21	Gaslight Account.....	.20	26,336 47
550,420 51	4.07	Repairs—Engines and Tenders.....	3.81	531,275 06
751,475 95	5.56	“ Cars.....	4.83	675,369 52
1,135,880 96	8.42	“ Roadway and Track.....	7.41	1,036,043 07
708,281 57	5.24	Steel Rails.....	2.00	279,603 76
167,605 89	1.24	Repairs—Bridges.....	1.26	176,018 66
24,195 50	.18	“ Fences.....	.13	19,351 23
205,337 11	1.53	“ Buidings.....	1.28	179,988 16
923,814 52	6.84	Fuel Consumed.....	6.91	967,197 56
107,185 23	.79	Oil and Tallow.....	.67	93,834 55
13,207 67	.10	Waste and Rags.....	.09	12,138 24
170,724 73	1.26	Office, Train and Station Supplies.....	.97	135,371 93
18,572 18	.13	Damage and Loss—Freight and Baggage.....	.22	31,437 06
9,646 21	.07	Damage to Property and Cattle Killed.....	.08	10,993 08
26,495 90	.19	Personal Injuries, except Ashtabula Accident.....	.27	38,024 01
33,990 52	.25	Law Expenses.....	.39	55,268 97
14,126 76	.11	New York Office.....	.10	13,986 64
67,553 44	.50	Rents Payable.....	.52	71,988 11
220,920 76	1.64	Outside Agencies and Advertising.....	1.51	210,957 92
9,318 69	.07	Contingencies.....	.07	9,469 03
314,159 57	2.33	Hire of Cars.....	2.72	380,009 24
\$ 8,482,991 51	62.81	TOTAL.....	57.37	\$ 8,020,265 30
480,974 14	3.56	TAXES.....	3.33	466,335 57
\$ 8,963,965 65	66.37	TOTAL OPERATING EXPENSES AND TAXES.....	60.70	\$ 8,486,600 87
		Decrease.....		\$477,364 78
\$ 4,541,193 27	33.63	NET EARNINGS.....	39.30	\$ 5,493,165 55
		Increase Net Earnings.....		\$951,972 28
	100.		100.	

## INCOME ACCOUNT—1878.

Gross Earnings.....	\$13,979,786 42
Interest and Dividends on Assets.....	197,661 90
<b>TOTAL.....</b>	<b>\$14,177,428 32</b>
Less—	
Operating Expenses and Taxes.....	\$8,486,600 87
Interest on Funded Debt, viz:—	
Lake Shore and Michigan Southern.....	\$2,502,500 00
Detroit, Monroe & Toledo.....	64,680 00
Kalamazoo & White Pigeon.....	44,000 00
	<u>2,611,180 00</u>
Rental Leased Roads, viz:—	
Erie & Kalamazoo.....	\$ 30,000 00
Kalamazoo, Allegan & Grand Rapids.....	103,800 00
Jamestown & Franklin—40 per cent. of earnings.....	81,554 15
Mahoning Coal Railroad—40 per cent. of earnings.....	36,569 46
	<u>251,923 61</u>
Dividends Guaranteed Stock (10 per cent.).....	53,350 00
Dividends Ordinary Stock—	
August 1, 1878, No. 15.....1 per cent. }	
February 1, 1879, No. 16.....3 per cent. }	1,978,660 00
Ashtabula Accident.....	77,909 48
Other claims on account of business of 1876 and 1877.....	37,544 60
	<u>13,497,168 56</u>
<b>SURPLUS, 1878.....</b>	<b>\$ 680,259 76</b>
Add amount to credit Income Account January 1, 1878.....	\$2,564,872 61
<b>TOTAL, TO CREDIT INCOME ACCOUNT JANUARY 1, 1879.....</b>	<b>\$ 3,245,132 37</b>
Same, December 31, 1877.....	2,564,872 61
Same, December 31, 1876.....	2,288,767 73
Same, December 31, 1875.....	2,282,077 24
Same, December 31, 1874.....	2,179,303 00
Same, December 31, 1873.....	1,428,675 44
Same, December 31, 1872.....	1,417,629 74
Same, December 31, 1871.....	1,369,927 33
Same, December 31, 1870.....	1,529,839 59
Same, December 31, 1869.....	1,187,579 86

# CONDENSED BALANCE SHEET, DECEMBER 31, 1878.

## ASSETS.

Lake Shore & Michigan Southern Railway and Branches.....	864.60 miles.....	\$65,601,205 65	
Detroit, Monroe & Toledo Railroad.....	62.29 miles.....	1,295,600 00	
White Pigeon and Kalamazoo Railroad.....	36.68 miles.....	610,000 00	
Northern Central Michigan Railroad.....	61.14 miles.....	1,359,548 85	
TOTAL.....	1,024.71 miles.....	\$68,866,354 50	
Equipment for 1,177 miles Road.....		14,378,709 04	
Jamestown & Franklin Railroad, 51 miles—			
Advances to December 31, 1878.....		\$1,050,781 56	
First Mortgage Bonds, (\$273,000).....		240,300 00	
Second Mortgage Bonds (\$300,000).....		255,000 00	
Stock (\$400,000).....		320,000 00	1,866,081 56
Lake Shore & Michigan Southern Railway Stock (2,654 shares).....		265,400 00	
Detroit, Monroe & Toledo Railroad Stock (4,136 shares, entire issue except 5 shares).....		413,600 00	
Union Stock Yard Stock, Chicago, 4,000 shares.....		400,000 00	
Merchants' Despatch Transportation Company Stock.....		79,226 28	
Capital advanced to Co-operative Despatch Lines.....		171,254 54	
Empire Line Transportation Company Stock (in liquidation).....		46,214 50	
Pittsburg & Lake Erie R. R. Stock.....		200,000 00	
\$ 437,000—Cincinnati, Wabash & Michigan R'y—1st Mortgage Bonds, 7s.....		\$437,000 00	
400,000—Lake Shore and Tuscarawas Valley—1st Mortgage Bonds...7s.....		400,000 00	
213,000—Mahoning Coal Railroad—1st Mortgage Bonds.....7s.....		213,000 00	
14,000—Erie & Pittsburgh Railroad—1st Mortgage Bonds.....7s.....		14,000 00	
124,000—Grand Rapids, N. & L. S. Railroad—1st Mortgage Bonds...8s.....		117,980 00	
6,500—Grand Rapids, N. & L. S. Railroad, Second Division—First Mortgage Bonds.....7s.....		5,200 00	
58,000—White Pigeon & Kalamazoo Railroad—1st Mortgage Bonds...7s.....		52,200 00	
6,000—Michigan Lake Shore Railroad—1st Mortgage Bonds.....8s.....		6,000 00	
6,000—Toledo, Wabash & W. R'y Con. Conv.....7s.....		4,695 00	
66,000—Leavenworth (Kansas) County Bonds.....7s.....		49,500 00	
24,000—Holliday Coal Company Bonds.....8s.....		24,000 00	
116,000—Cleveland, Tus. Valley & Wheeling Bonds (and \$5,850 stock)7s.....		117,923 02	
\$1,470,500			\$1,441,498 02
Sundry Bond Scrips (our own issues).....		3,515 01	
Pacific Hotel Company, Chicago—Bonds and Stock.....		415,712 50	
Bills Receivable—New York.....		500,000 00	
Bills Receivable—Cleveland.....		14,969 91	
Cash.....		1,950,698 27	
Uncollected Earnings (collected since January 1st).....		316,627 19	
General Office Property and other Real Estate.....		227,513 22	
Supplies, Rails, Fuel, etc.....		637,577 61	
			<u>\$92,194,952 15</u>

## LAKE SHORE &amp; MICHIGAN SOUTHERN RAILWAY CO.

## LIABILITIES.

Capital Stock (\$533,500 ten per cent. guaranteed).....	\$50,000,000 00
---	-----------------

## Funded Debt, (detailed table elsewhere)—

Lake Shore & Michigan Southern Railway, 864.60 miles.....	35,500,000 00
Detroit, Monroe & Toledo Railroad... .. 62.29 miles.....	924,000 00
White Pigeon and Kalamazoo Railroad..... 36.68 miles.....	600,000 00

## Floating Debt—(None.)

December Liabilities paid in January.....	415,149 78
Dividend paid February 1, 1879.....	1,510,670 00

Income or Profit and Loss Account.....	3,245,132 37
--	--------------

\$92,194,952 15

## LAKE SHORE &amp; MICHIGAN SOUTHERN RAILWAY CO.

## EARNINGS AND EXPENSES IN DETAIL, 1878.

EARNINGS.		January.	February.	March.	April.
From Freight .....		991,980 47	821,978 90	850,288 96	736,164 99
“ Passengers .....		209,728 39	190,048 26	250,126 56	250,271 43
“ Express .....		19,737 23	16,564 64	20,118 56	21,772 00
“ Mails .....		42,000 00	42,000 00	42,000 00	42,000 00
“ Rents .....		3,731 13	3,503 44	5,526 93	3,963 07
“ All other sources .....		2,965 71	3,447 81	3,776 93	3,384 22
TOTAL—1878 .....		1,270,142 93	1,077,543 05	1,171,837 94	1,057,555 71
1877 .....		885,942 03	980,969 69	1,192,161 99	1,181,477 71
1876 .....		1,097,271 60	1,095,529 14	1,193,734 45	1,179,897 95
1875 .....		1,163,564 29	1,037,517 81	1,287,840 94	1,275,663 91
1874 .....		1,569,750 20	1,363,355 24	1,491,279 50	1,518,122 02
1873 .....		1,445,219 89	1,600,933 15	1,774,127 57	1,709,880 19
1872 .....		1,349,274 51	1,302,139 38	1,504,478 30	1,536,193 20
1871 .....		1,090,039 01	1,082,655 88	1,320,092 13	1,225,280 58
1870 .....		899,288 66	1,003,887 54	1,168,963 21	1,177,877 83
EXPENSES.					
General Office Expenses .....		18,164 05	19,415 98	18,280 86	18,978 24
Conductors and Trainmen .....		49,815 22	48,048 21	50,700 21	42,878 21
Enginemen and Firemen .....		56,622 66	52,026 05	56,776 13	49,198 12
Agents and Station Labor .....		136,977 44	136,958 50	137,106 49	138,029 43
Telegraph Repairs and Supplies .....		1,206 37	1,104 15	1,121 86	1,207 65
Gaslight Account .....		3,636 39	2,363 57	2,153 74	2,180 92
Repairs Engines and Tenders .....		41,568 57	38,663 77	50,156 80	44,116 84
“ Cars .....		57,791 84	61,382 86	53,037 84	55,385 47
“ Roadway and Track .....		61,426 58	79,285 05	79,928 02	88,783 57
Steel Rails .....		33,326 90	6,854 95	6,866 11	7,355 46
Repairs Bridges .....		19,447 79	5,426 10	5,803 02	6,367 40
“ Fences .....		321 93	415 20	1,039 28	1,730 38
“ Buildings and Fixtures .....		9,528 09	9,672 97	10,342 23	12,101 70
Fuel consumed .....		86,029 68	79,620 96	86,563 60	74,926 24
Oil and Tallow .....		10,824 88	8,365 27	7,663 05	7,681 25
Waste and Rags .....		1,048 24	856 57	872 16	1,499 56
Office, Train and Station Supplies .....		13,773 54	12,327 82	12,910 66	13,245 45
Damage and Loss—Freight and Baggage .....		1,554 25	8,024 97	1,605 46	6,428 30
Damage to Property and Cattle Killed .....		85 27	189 00	486 57	152 38
Personal Injuries .....		2,397 78	1,817 38	3,568 15	8,034 96
Law Expenses .....		3,312 44	17,835 92	4,519 30	1,632 91
New York Office .....		528 34	564 23	1,053 04	514 63
Rents Payable .....		4,389 50	3,985 83	6,485 12	7,144 66
Outside Agencies and Advertising .....		22,209 69	17,034 62	19,631 23	19,800 04
Contingencies .....		257 41	286 44	155 01	1,542 30
Hire of Cars, (debit balances) .....		37,229 76	33,921 53	40,944 63	25,600 96
TOTAL—1878 .....		\$673,472 63	646,447 90	659,570 57	636,517 03
TAXES—1878 .....	(average)	38,860 00	38,860 00	38,860 00	38,860 00
TOTAL OPERATING EXPENSES AND TAXES—1878 .....		712,332 63	685,307 90	698,430 57	675,377 03
Net Earnings—1878 .....		557,810 30	392,235 15	473,407 37	382,178 68
Interest, Leases, &c.—1878 .....	(average)	226,500 00	226,500 00	226,500 00	226,500 00
BALANCE—1878 .....		331,310 30	165,735 15	246,907 37	155,678 68

## LAKE SHORE &amp; MICHIGAN SOUTHERN RAILWAY CO.

## EARNINGS AND EXPENSES IN DETAIL. 1878.

May.	June.	July.	August.	September.	October.	November.	December.	TOTAL.
751,228 96	628,223 64	693,748 93	963,976 93	870,739 71	982,816 84	892,081 97	865,721 48	\$10,044,951 78
246,062 82	248,726 81	262,335 63	292,100 68	323,990 06	315,364 23	249,324 13	219,313 73	3,057,392 73
22,148 88	23,170 63	21,327 87	23,023 34	22,895 91	24,021 44	24,764 67	23,073 13	262,618 30
42,000 00	42,000 00	42,000 00	42,000 00	42,000 00	42,000 00	42,000 00	41,765 29	503,765 29
4,323 57	4,973 74	4,956 36	4,996 83	5,055 16	3,606 84	4,645 51	6,959 12	56,241 70
3,451 33	2,702 18	2,577 93	3,574 67	4,856 67	4,389 59	8,651 01	6,798 57	50,796 62
1,069,215 56	949,797 00	1,027,126 72	1,329,672 45	1,269,537 51	1,372,198 94	1,221,507 29	1,163,631 32	\$13,979,766 42
1,153 821 19	1,066,794 49	788,380 30	1,226,874 98	1,287,878 16	1,364,595 39	1,146,760 57	1,229,502 42	13,505,158 92
1,178,639 26	1,142,228 07	1,020,614 79	1,197,992 28	1,350,984 09	1,318,193 68	1,122,314 56	1,051,776 75	13,949,176 62
1,100,142 01	1,055,698 43	1,079,808 29	1,178,324 94	1,306,826 36	1,392,487 01	1,275,954 37	1,280,370 40	14,434,198 76
1,373,678 82	1,335,318 43	1,255,831 15	1,414,818 63	1,532,602 32	1,589 497 32	1,335,892 00	1,365,985 63	17,146,130 76
1,663,040 46	1,604,447 68	1,466,956 52	1,566,914 50	1,791,375 65	1,785,186 08	1,433,734 78	1,572,692 79	19,414,509 26
1,489,333 23	1,332,726 67	1,235,144 80	1,472,074 18	1,643,640 04	1,774,820 54	1,567,875 38	1,492,235 06	17,699,935 28
1,201,783 25	1,148,480 60	1,140,387 95	1,304,253 37	1,377,653 55	1,410,866 76	1,353,361 83	1,243,594 47	14,898,449 38
1,099,493 68	1,042,300 77	908 397 09	1,182,302 91	1,242,956 05	1,294,124 14	1,262,916 87	1,226,726 78	13,509,235 53
18,249 34	19,458 18	19,300 73	18 338 53	19,171 99	18,754 30	19,489 08	20,000 54	\$ 227,601 82
46,480 09	41,363 05	45,055 57	50,924 18	45,441 44	45,729 94	44,741 41	44,485 17	555,062 70
53,640 44	47,361 53	51,634 28	57,838 15	51,841 05	52,268 82	52,759 84	54,330 41	636,297 50
130,080 32	129,804 58	130,927 55	131,788 93	138,962 96	143,802 29	134,643 50	140,627 06	1,629,709 05
1,528 90	1,394 42	1,542 54	1,471 53	1,592 03	1,414 78	1,523 92	1,223 81	16,331 96
1,681 02	1,556 61	1,335 68	1,207 56	1,895 67	2,210 68	2,698 92	3,416 31	26,336 47
44,817 68	41,629 71	42,288 29	42,528 42	44,054 68	50,109 57	42,915 26	43,425 47	531,275 06
59,735 41	52,010 60	57,893 80	60,166 61	56,237 82	60,878 61	54,172 83	46,675 83	675,369 52
81,495 19	89,987 13	83,858 22	107,996 82	97,156 09	118,639 49	85,868 19	61,718 71	1,036,043 07
42,420 12	42,785 84	1,926 30	80,134 05	16,927 07	19,565 63	18,394 95	3,046 38	279,603 76
9,883 99	10,163 16	10,785 72	17,815 73	36,589 78	10,663 61	14,717 66	28,354 70	176,018 66
3,054 11	2,999 20	2,828 79	2,233 06	2,005 47	1,281 77	933 77	508 27	19,351 23
11,404 93	14,895 80	16,248 07	13,992 70	24,176 52	22,221 94	20,306 26	15,096 95	179,988 16
81,340 16	72,011 68	78,388 48	88,471 40	78,632 80	81,424 40	78,786 08	81,002 08	967,197 56
6,745 77	5,419 84	6,856 22	7,379 38	8,759 72	9,487 94	7,594 96	7,056 27	93,834 55
1,420 53	962 73	807 15	937 80	837 71	1,507 16	1,089 78	498 55	12,138 24
11,290 54	13,609 77	9,709 41	8,631 37	7,746 89	11,456 33	11,803 42	8,366 70	135,371 93
979 98	1,599 53	1,903 15	1,651 10	2,802 03	2,298 57	915 23	1,674 49	31,437 06
679 00	362 50	760 93	187 60	4,125 51	1,569 82	1,707 50	687 00	10,993 08
876 27	2,293 27	976 03	1,258 63	4,115 82	6,673 99	4,275 89	1,735 84	38,024 01
3,345 89	5,147 20	3,302 00	1,394 26	5,352 07	1,343 07	2,301 84	5,782 07	55,268 97
2,023 33	1,061 11	2,342 33	747 46	834 60	303 33	273 33	3,742 91	13,986 64
8,601 17	10,123 67	5,487 84	5,652 84	6,914 89	6,365 84	3,732 50	8,704 25	71,088 11
17,638 90	17,763 21	18,342 38	10,856 90	16 252 57	16,180 01	15,528 68	19,669 69	210,957 92
1,291 47	934 00	1,216 78	710 88	1,032 61	757 49	888 07	396 57	9,469 03
30,056 07	27,996 62	28,291 21	38,777 68	33,263 74	32,409 30	27,682 07	23,835 67	380,009 24
\$665,810 62	654,594 94	624,008 89	752,493 57	706,723 53	719,318 68	649,744 94	631,562 00	\$8,020,265 30
38,860 00	38,860 00	38,860 00	38,860 00	38,860 00	38,860 00	38,860 00	38,875 57	466,325 57
704,670 62	693,454 94	662,868 89	791,353 57	745,583 53	758,178 68	688,614 94	6 0,437 57	8,486,600 87
364,544 94	256,342 06	364,257 83	538,318 88	523,953 98	614,020 26	532,902 35	498,193 75	5,493,165 55
226,500 00	226,500 00	226,500 00	226,500 00	226,500 00	226,500 00	226,500 00	227,291 71	2,718,791 71
138,044 94	29,842 06	137,757 83	311,818 88	297,453 98	387,510 26	306,402 35	267,902 01	\$2,774,373 84



# DETAILED STATEMENT

OF THE

## Funded Debt of the Lake Shore & Michigan Southern Railway Co.

AFTER DEDUCTING \$2,000,000 BONDS IN THE SINKING FUND.

DATE OF ISSUE	NAME AND CHARACTER.	MILES INCLUDED IN MORTGAGE.	WHEN DUE	AMOUNT OUTSTANDING.	RATE OF INTEREST AND WHEN PAYABLE.	ANNUAL INTEREST.
July 1, 1870	Lake Shore & Michigan Southern—Consolidated First Mortgage Sinking Fund....	864	July 1, 1900	\$8,150,000	7½ Reg'd Jan., Apl., July & Oct., Coupon Jan. & July	\$571,130
Oct. 1, 1869	Lake Shore & Michigan Southern—Mortgage, \$2,000,000 issue.....	864	Oct. 1, 1879	638,000	7 April and October	44,660
April 1, 1869	Lake Shore Railway—Dividend Bonds.....	258	April 1, 1899	1,356,000	7 April and October	94,920
Jan. 1, 1859	Cleveland, Painesville & Ashtabula Registered—Mortgage.....	95	Jan. 1, 1880	894,000	7 January and July	62,380
Oct. 1, 1867	Cleveland, Painesville & Ashtabula—Third Mortgage.....	95	Oct. 1, 1892	920,000	7 April and October	64,400
May 1, 1855	Michigan Southern & Northern Indiana—First Mortgage.....	451	May 1, 1885	5,255,000	7 May and November	367,830
July 1, 1855	Cleveland & Toledo—First Mortgage.....	162	July 1, 1885	1,595,000	7 January and July	111,650
April 1, 1866	Cleveland & Toledo—Second Mortgage.....	162	April 1, 1886	849,000	7 April and October	59,430
July 1, 1862	Buffalo & State Line—Mortgage.....	88	July 1, 1882	200,000	7 January and July	14,000
Sept. 1, 1866	Buffalo & State Line—Mortgage.....	88	Sept. 1, 1886	300,000	7 March and September	21,000
April 1, 1868	Buffalo & Erie—Mortgage.....	88	April 1, 1888	2,894,000	7 April and October	198,380
	Total amount outstanding of the First General Mortgage of \$25,000,000.....			\$23,000,000		\$1,610,000
Dec. 1, 1873	Lake Shore & Michigan Southern—Consolidated Second General Mortgage.....	864	Dec. 1, 1903	9,350,000	7 June and December	654,500
Oct. 1, 1872	Lake Shore & Michigan Southern—Bonds of 1882.....		Oct. 1, 1882	3,150,000	7 April and October	220,500
	Total amount outstanding of the Second General Mortgage of \$25,000,000.....			\$12,500,000		
	TOTAL FUNDED DEBT—LAKE SHORE & MICHIGAN SOUTHERN RAILWAY COMPANY PROPER.....			\$35,500,000	All 7 per cent.	\$2,485,000

DEBT OF PROPRIETARY ROADS, (OWNED WHOLLY BY LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO.)

DATE OF ISSUE.	NAME AND CHARACTER.	MILES INCLUDED IN MORTGAGE.	WHEN DUE.	AMOUNT OUTSTANDING.	RATE OF INTEREST AND WHEN PAYABLE.	ANNUAL INTEREST.
Aug. 1, 1876	Detroit, Monroe & Toledo—First Mortgage (guaranteed by L. S. & M. S.).....	62	Aug. 1, 1906	\$ 924,000	7½ February and August.....	\$ 64,680
Sept. 1, 1889	Kalamazoo & White Pigeon—First Mortgage.....	37	Jan. 1, 1890	400,000	7 January and July.....	28,000
Oct. 1, 1887	Schoolcraft & Three Rivers—First Mortgage.....	12	July 1, 1887	100,000	8 January and July.....	8,000
Oct. 1, 1887	Kalamazoo & Schoolcraft—First Mortgage.....	13	July 1, 1887	100,000	8 January and July.....	8,000
				\$1,524,000		\$108,680

DEBT OF LEASED ROADS, (INTEREST PAID BY LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO. ON ACCOUNT OF RENTAL.)

DATE OF ISSUE.	NAME AND CHARACTER.	MILES INCLUDED IN MORTGAGE.	WHEN DUE.	AMOUNT OUTSTANDING.	RATE OF INTEREST AND WHEN PAYABLE.	ANNUAL INTEREST.
June 1, 1868	Kalamazoo, Allegan & Grand Rapids—First Mortgage.....	58	July 1, 1888	\$ 840,000	8½ January and July.....	\$ 67,200
July 1, 1883	Jamestown & Franklin—First Mortgage.....	51	Differ'nt dates	410,000	7 January and July.....	28,700
June 1, 1869	Jamestown & Franklin—Second Mortgage.....	51	June 1, 1894	500,000	7 December and June.....	35,000
				\$1,750,000		\$130,900

# MILEAGE STATISTICS.

YEAR.	MILES ROAD OPERATED.	EARNINGS PER MILE.	EXPENSES PER MILE.	NET EARNINGS PER MILE	FREIGHT TRAIN MILEAGE.	FREIGHT TRAIN EARNINGS PER MILE.	FREIGHT TRAIN EXPENSES PER MILE.	FREIGHT TRAIN PROFIT PER MILE.	PASSENGER TRAIN MILEAGE.	PASSENGER TRAIN EARNINGS PER MILE.	PASSENGER TRAIN EXPENSES PER MILE.	PASSENGER TRAIN PROFIT PER MILE.
1870	1,013.0	\$13,336	\$8,261	\$5,075	4,306,110	\$2.03.11	\$1.25.82	\$0.77.29	2,320,477	\$1.97.28	\$1.22.21	\$0.75.07
1871	1,738	13,872	9,106	4,766	5,659,898	1.82.71	1.19.93	0.62.78.	2,367,514	1.86.07	1.22.13	0.63.94
1872	1,136.5	16,682	11,177	5,505	7,121,795	1.80.08	1.20.47	0.59.61	2,640,344	1.78.69	1.19.54	0.59.15
1873	1,154.0	16,824	11,928	4,896	8,026,320	1.76.82	1.25.36	0.51.46	2,952,823	1.72.43	1.22.25	0.50.18
1874	1,175.4	14,592	9,491	5,101	6,490,510	1.83.62	1.19.42	0.64.20	2,520,574	2.02.21	1.31.51	0.70.70
1875	1,175.4	12,284	8,963	3,321	5,798,617	1.66.23	1.21.28	0.44.95	2,743,617	1.70.12	1.24.11	0.46.01
1876	1,176.8	11,851	8,135	3,716	6,324,738	1.48.71	1.02.06	0.46.65	2,610,545	1.69.64	1.16.44	0.53.20
1877	1,176.8	11,484	7,622	3,862	5,674,685	1.66.99	1.10.83	0.56.16	2,363,504	1.65.34	1.09.73	0.55.61
1878	1,176.8	11,877	7,210	4,667	6,470,848	1.55.21	1.01.50	0.53.71	2,296,194	1.71.19	0.85.00	0.86.19

## CHIEF ENGINEER'S DEPARTMENT.

### General Summary of Operations—1878.

#### REPAIRS AND RENEWALS.

(Included in Operating Expenses.)

New Steel Rail.....	10,194 tons.....	107.33 miles.
Re-rolled Iron Rail.....	306 tons.....	3.21 miles.
	10,500 tons.....	110.54 miles.
Repaired Iron Rail.....	2,477 tons.....	27.12 miles.
	12,977 tons.....	137.66 miles.
Cross-ties renewed, 535,102, equal to.....		199.96 miles.
Fence built, (Board).....		61.37 miles.
Track ballasted with Stone and Gravel.....		171.31 miles.

#### FUEL CONSUMED.

Wood, 47,873 cords, average cost.....	\$2.95 per cord.
Coal, 318,278 tons, average cost.....	2.12 per ton.

## CHIEF ENGINEER'S TABLE OF ROAD OPERATED

—BY THE—

Lake Shore &amp; Michigan Southern Railway Company.

JANUARY 1, 1879.

## MAIN LINE.

	MILES.
Buffalo to Erie.....	88.00
Erie to Cleveland.....	95.50
Cleveland to west end Toledo Bridge, via Norwalk.....	111.77
West end Toledo Bridge to Toledo.....	1.10
Toledo to Chicago, via Adrian.....	244.00
	540.37

## BRANCHES OF L. S. &amp; M. S. RAILWAY.

Elyria Junction to Millbury Junction, via Sandusky.....	72.96
Sandusky Pier, from Junction to Old Depot.....	3.74
Air Line Junction to Elkhart.....	130.70
Lenawee Junction to Jackson.....	41.90
Lenawee Junction to Monroe.....	29.50
Palmyra to Adrian.....	5.33
Ashtabula to Ashtabula Harbor.....	2.51
Ashtabula to Jamestown.....	36.09
Junction with D. A. V. & Pitts. R. R. at Dunkirk.....	1.50
	324.23

## PROPRIETARY ROADS, (OWNED WHOLLY BY THIS COMPANY.)

Detroit, Monroe & Toledo Railroad—	
Air line Junction to Detroit.....	62.29
Kalamazoo & White Pigeon Railroad—	
White Pigeon to Kalamazoo.....	36.68
Northern Central Michigan Railroad—	
Jonesville to North Lansing.....	61.14
	160.11

## ROADS OPERATED UNDER LEASE.

Kalamazoo, Allegan & Grand Rapids Railroad, (rental, \$103,800 per year)—	
Kalamazoo to Grand Rapids.....	58.00
Jamestown & Franklin Railroad, (40 per cent. of gross earnings)—	
Jamestown to Oil City.....	51.10
Mahoning Coal Railroad, (40 per cent. of gross earnings)—	
Andover to Youngstown.....	38.00 miles.
Tyrrell Hill to Vienna.....	2.60 miles.
Coalburg to New York, O.....	.98 miles.
Vienna to Holliday Bank.....	1.41 miles.
	42.99
	152.09

LENGTH OF ROAD OPERATED.....1,176.80

## SECOND TRACK.

Between Buffalo and Erie.....	88.00
Between Erie and Cleveland.....	95.50
Between Cleveland and West end Toledo Bridge.....	32.52
West end Toledo Bridge to Toledo.....	1.10
Toledo to Air Line Junction.....	2.50
Between Elkhart and Chicago.....	16.03
	235.65

## SIDE TRACKS.

Buffalo Division.....	50.54
Erie Division.....	73.86
Toledo Division.....	114.19
Franklin Division.....	22.95
Youngstown Division.....	7.21
Michigan Southern Division.....	196.64
	465.39

TOTAL MILES OF SINGLE TRACK.....1,877.84

## LAKE SHORE &amp; MICHIGAN SOUTHERN RAILWAY CO.

## TABLE OF TRACKS,

JANUARY 1, 1879,

Showing the Length of same in each State through which the Line passes.

TRACKS.	STATE.						TOTAL.
	N. Y.	PENN.	OHIO.	IND'NA	MICH.	ILLIN'S.	
Single Track—	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Main Line.....	69.50	44.06	195.01	101.90	115.90	14.00	540.37
Branches.....	1.50	56.39	225.60	65.80	287.14	.....	636.43
LENGTH OF ROAD OPERATED.....	71.00	100.45	420.61	167.70	403.04	14.00	1,176.80
Second Track.....	69.50	44.06	106.06	8.00	.....	8.03	235.65
Sidings.....	40.18	43.36	232.49	63.25	65.85	20.26	465.39
TOTAL MILES OF SINGLE TRACK.....	180.68	187.87	759.16	238.95	468.89	42.29	1,877.84

## RECAPITULATION.

STATE.	MILES OPERATED.				MILES OF SINGLE TRACK.			
	MAIN LINE.	BRANCHES	TOTAL.	PER CENT	SECOND TRACK.	SIDING	TOTAL.	PER CENT.
New York.....	69.50	1.50	71.00	6.03	69.50	40.18	180.68	9.62
Pennsylvania.....	44.06	56.39	100.45	8.54	44.06	43.36	187.87	10.06
Ohio.....	195.01	225.60	420.61	35.74	106.06	232.49	759.16	40.32
Indiana.....	101.90	65.80	167.70	14.25	8.00	63.25	238.95	12.75
Michigan.....	115.90	287.14	403.04	34.25	.....	65.85	468.89	25.02
Illinois.....	14.00	.....	14.00	1.19	8.03	20.26	42.29	2.23
TOTAL.....	540.37	636.43	1,176.80	100.	235.65	465.39	1,877.84	100.

## RECAPITULATION OF GRAND DIVISIONS, (EAST AND WEST OF TOLEDO.)

DIVISION.	MAIN LINE.	BRANCHES.	SECOND TRACK.	SIDINGS.	TOTAL.
	Miles.	Miles.	Miles.	Miles.	Miles.
Lake Shore.....	295.27	210.89	216.02	268.75	990.93
Michigan Southern.....	245.10	425.54	19.63	196.64	886.91
TOTAL.....	540.37	636.43	235.65	465.39	1,877.84

## EQUIPMENT.

	Dec. 31, 1878.	Dec. 31, 1877.	Dec. 31, 1876.	Dec. 31, 1875.	Dec. 31, 1874.	Dec. 31, 1873.	Dec. 31, 1872.
LOCOMOTIVES.....	495	495	495	495	497	462	418

Wood Burners, 56; Coal Burners, 439.

117 Passenger Engines equipped with Westinghouse Air Brake.

## PASSENGER EQUIPMENT.

First Class Passenger Cars.....	143	145	144	141	136	133	122
Second Class and Smoking Cars.....	9	9	9	9	11	11	14
Emigrant Cars.....	26	26	26	26	27	27	23
Railroad Postal Cars.....	17	17	17	18	14	12	13
Baggage Cars.....	63	64	60	59	56	57	56
Paymasters' Cars.....	2	2	2	2	2	2	2
Express Freight.....	6	6	6	9	11	11	11
Total.....	266	269	264	264	257	253	241

All equipped with Westinghouse Air Brake.

## FREIGHT EQUIPMENT.

Box Cars.....	5,178	5,178	5,172	5,166	5,142	4,916	4,595
Stock Cars.....	1,330	1,327	1,330	1,330	1,279	1,323	1,323
Oil Cars.....	292	292	292	292	298	200	---
Platform Cars.....	1,683	1,682	1,685	1,682	1,790	1,789	1,757
Coal Cars.....	1,397	1,396	1,397	1,397	1,267	1,210	962
Caboose Cars.....	243	245	249	249	252	248	232
Derrick Cars.....	9	9	9	9	9	9	8
Dumper Cars.....	148	148	148	148	148	148	148
Total.....	10,280	10,277	10,282	10,273	10,185	9,843	9,025
TOTAL CARS—all classes.....	10,546	10,546	10,546	10,537	10,442	10,096	9,266

LOCOMOTIVE DEPARTMENT.

	1878.	1877.	1876.	1875.	1874.	1873.
Miles run by Engines.....	11,609,370	10,752,055	11,775,053	11,517,223	12,168,210	15,421,203
Cost of Repairs Engines.....	\$531,275	\$550,420	\$555,605	\$653,387	\$705,984	\$774,487
Cost of Repairs Engines @ Mile run...Cts., 4.58		Cts., 5.12	Cts., 4.72	Cts., 5.67	Cts., 5.80	Cts., 5.02
Cost of Enginemen and Firemen.....	\$636,297	\$604,383	\$681,074	\$702,748	\$747,978	\$900,217
Cost of Enginemen and Firemen per Mile run.....	Cts., 5.48	Cts., 5.64	Cts., 5.80	Cts., 6.10	Cts., 6.15	Cts., 5.80
Cost of Fuel consumed.....	\$967,197	\$923,814	\$1,089,192	\$1,151,722	\$1,226,592	\$1,521,393
Cost of Fuel consumed @ Mile run...Cts., 8.33		Cts., 8.70	Cts., 9.25	Cts., 10.00	Cts., 10.08	Cts., 9.20

## RENEWALS AND REPAIRS,

[illegible]



## PERFORMANCE OF LOCOMOTIVE ENGINES.

	1878.	1877.
NUMBER OF ENGINES.....	495	495
NUMBER OF MILES RUN—		
Passenger Service.....	2,296,194	2,363,504
Freight “.....	6,470,848	5,674,685
Working “.....	300,082	342,673
Switching “.....	2,542,246	2,371,193
Total.....	11,609,370	10,752,055
Average number Miles run per Engine.....	23,453	21,721
COST PER MILE RUN FOR REPAIRS—		
Passenger Service..... Cents,	4.45	5.87
Freight “.....	4.62	4.86
Working “.....	3.54	4.28
Switching “.....	2.86	3.82
Average.....	4.58	4.83
COST PER MILE RUN FOR FUEL, (including Kindlings)—		
Passenger Service..... Cents,	7.95	8.57
Freight “.....	10.37	9.37
Working “.....	6.07	6.17
Switching “.....	4.14	4.49
Average.....	8.33	8.70
COST PER MILE RUN FOR LUBRICATING OILS AND TALLOW—		
Passenger Service..... Cents,	.24	.29
Freight “.....	.22	.26
Working “.....	.22	.25
Switching “.....	.16	.19
Average.....	.21	.25
GENERAL SERVICE—COST PER MILE RUN—		
Small Stores, (Illuminating Oils, Waste, etc.,)..... Cents,	0.09	0.11
Enginemen and Firemen.....	5.48	5.64
Cleaners and Watchmen.....	0.36	0.44
TOTAL COST PER MILE RUN—		
Passenger Service..... Cents,	18.42	20.85
Freight “.....	20.98	21.74
Working “.....	15.97	17.63
Switching “.....	13.28	14.76
Average.....	18.66	19.88
MILES RUN PER TON OF COAL, (2,000 lbs.) Kindlings included—		
Passenger Service.....	38.84	37.12
Freight “.....	29.50	30.18
Working “.....	59.67	61.79
Switching “.....	81.02	84.10
Average.....	35.91	36.49
MILES RUN PER CORD OF WOOD, (Wood Burners Only.)—		
Passenger Service.....	60.42	56.18
Freight “.....	32.67	37.45
Working “.....	69.39	64.70
Switching “.....	78.57	74.13
Average.....	61.04	58.91
MILES RUN PER PINT OF OIL (Lubricants)—		
Passenger Service.....	19.92	19.25
Freight “.....	22.60	21.26
Working “.....	22.00	21.42
Switching “.....	31.63	28.75
Average.....	23.42	22.03
PINTS OF ENGINE OIL USED.....	267,085	266,044
“ “ LARD “ “.....	104,930	12,287
POUNDS OF TALLOW “.....	123,534	209,727
TOTAL.....	495,549	488,058
AVERAGE COST OF LUBRICANTS PER PINT..... Cents,	5.10	5.69

## CAR DEPARTMENT.

	1878.	1877.	1876.	1875.	1874.	1873.
Average number of Cars in service.....	10,546	10,546	10,537	10,498	10,366	9,546
Repairs of Cars—all classes.....	\$675,369	\$751,476	\$848,220	\$868,729	\$958,625	\$1,070,049
New Cars built to replace Cars worn out or destroyed,, (included in Operating Expenses)..	212	242	291	157	307	204
New Wheels used in Repairs of Cars.....	9,209	14,395	14,909	13,755	12,742	14,219
New Axles used in Repairs of Cars.....	1,817	2,765	2,736	2,582	2,359	2,743
Coaches painted.....	18	21	32	29	44	25
Second-Class Cars painted.....	8	3	10	--	3	10
Baggage and Mail Cars painted.....	21	17	23	30	51	16
Coaches newly upholstered.....	4	3	10	12	18	--
New six-wheel Trucks put under Coaches, pairs	--	1	--	1	1	1
New four-wheel Trucks put under Coaches, pairs	2	2	6	12	8	7
New four-wheel Trucks put under Baggage Cars, pairs.....	--	5	1	3	1	2
New Roofs put on Box Cars.....	911	499	--	--	--	--

Of the 9,209 new wheels put under Cars, in 1878, 1,415 were put under foreign Cars—866 wheels replaced by makers, are not included.

Of the amount expended for Repairs of Cars in 1878—84 per cent. (\$567,310) was expended on the Freight Equipment and 16 per cent. (\$108,059) upon the Passenger Equipment.

# GENERAL SUMMARY OF FREIGHT BUSINESS,

FOR THE YEAR ENDING DECEMBER 31, 1873.

## TONNAGE, EARNINGS, etc., Compared with Last Year.

1878.				1877.			
TONS.	EARNINGS.	TONS CARRIED ONE MILE.	RATE PER TON PER MILE. Cents.	TONS.	EARNINGS.	TONS CARRIED ONE MILE.	RATE PER TON PER MILE. Cents.
East-bound Freight.....	4,228,390	905,021,834	0.672	3,718,449	\$6,175,983 06	747,374,720	0.826
West-bound Freight.....	1,870,055	346,445,992	0.913	1,794,949	3,102,364 51	332,730,841	0.947
TOTALS.....	6,098,445	1,340,467,826	0.734	5,513,398	\$9,338,248 47	1,080,005,561	0.864
Switching, Storage, Elevating, etc.....					111,039 80		
E. & P. R. Freight, between Girard and Erie.....		175,438 12			37,319 32		
TOTAL REVENUE.....		\$10,048,951 78			\$9,476,607 59		

## BUSINESS OF THIS YEAR, Compared with Last Year.

		TONS CARRIED ONE MILE.
Increase of Tonnage—East-bound.....	509,941 tons—equal to 13.7 per cent	Increase of Freight Movement—East-bound..... 247,747,114—equal to 33.2 per cent.
Increase of Tonnage—West-bound.....	75,106 tons—equal to 4.2 per cent.	Increase of Freight Movement—West-bound..... 12,715,151—equal to 3.8 per cent.
Increase of Tonnage—Total.....	585,047 tons—equal to 10.6 per cent.	Increase of Freight Movement—Total..... 260,462,265—equal to 24.1 per cent.
Increase of Earnings—East-bound.....		\$507,811 46—equal to 8.2 per cent.
Increase of Earnings—West-bound.....		98 56—equal to ... per cent.
Increase of Earnings—Total Freight Movement.....		\$507,910 02—equal to 5.4 per cent.
Increase of Earnings from Switching, Storage, etc., and E. & P. Freight.....		64,434 17—equal to 43.4 per cent.
Increase of Total Freight Revenue.....		\$572,344 19—equal to 6.0 per cent.

Proportions of Freight Movements this year—East-bound, 74.2 per cent.; West-bound, 25.8 per cent.

Average haul for each ton carried—East-bound, 235.3 miles; West-bound, 184.7; all Freight, 219.8 miles.

The reduction in the average rate was—On East-bound Freight, 154-1000 of a cent (18.6 per cent.); West-bound, 34-1000 (3.6 per cent.); on all Freight, 13-100 of a cent, or 15 per cent.

The increased freight movement at the rate earned in 1877, would have given an increase in revenue of about \$3,314,000, but the reduction in rate is equivalent to a loss of about \$1,742,000.

## COMPARATIVE STATEMENT,

SHOWING

TONNAGE AND PERCENTAGE OF ARTICLES CARRIED IN 1878,

COMPARED WITH 1877.

ARTICLES.	1878.		1877.		INCREASE AND DECREASE THIS YEAR.
	Per Ct.	Tons.	Per Ct.	Tons.	
Coal .....	11.8	717,423	13.7	754,859	Per Cent. Decrease 5.0
Stone and Lime .....	1.8	111,373	2.3	128,025	Decrease 13.0
Petroleum .....	9.3	569,964	13.7	755,952	Decrease 24.6
Pig, Bloom and Railroad Iron .....	1.8	110,805	1.3	72,946	Increase 51.9
Other Iron and Castings .....	1.9	116,718	2.2	118,599	Decrease 1.6
Lumber and other Forest Products .....	7.7	468,475	8.9	490,022	Decrease 4.4
Animals .....	8.9	544,009	7.4	410,165	Increase 32.6
Grain .....	22.7	1,384,868	18.7	1,030,211	Increase 34.4
Agricultural Products, except Grain .....	3.8	229,032	3.1	172,466	Increase 32.8
Flour .....	5.2	314,969	4.7	260,381	Increase 21.0
Provisions .....	5.7	345,738	3.8	210,280	Increase 64.4
Manufactures .....	4.3	261,727	3.5	192,110	Increase 36.2
Merchandise and other Articles .....	15.1	923,344	16.7	917,402	Increase 0.6
TOTALS .....	100.	6,078,445	100.	5,513,398	Increase 10.6

## TONNAGE FOR NINE YEARS---1870-78.

YEAR.	Coal.	Stone and Lime.	Petroleum.	Pig. Bloom & R. R. Iron.	Other Iron and Cast- ings.	Lumber & other Forest Products.	Animals.	Grain.	Agricultural Products except Grain	Flour.	Provisions.	Manufac- tures.	Merchandise and other Articles.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1870.	215,997	95,521	260,959	76,012	66,778	334,581	276,581	451,431	149,031	252,163	132,645	199,547	467,529	2,978,725
1871.	241,994	118,566	380,203	66,465	92,530	363,068	319,721	753,197	219,040	256,146	204,934	208,465	560,176	3,784,525
1872.	311,819	142,296	368,113	91,475	90,803	458,859	421,644	931,992	167,496	231,460	233,915	194,797	778,425	4,443,192
1873.	518,643	164,949	635,040	68,121	99,413	530,683	481,623	816,267	232,687	272,677	279,044	182,091	896,425	5,176,661
1874.	662,329	171,102	488,865	62,253	104,594	572,869	438,409	957,721	165,787	299,763	237,167	167,142	873,268	5,221,267
1875.	694,058	150,613	530,796	83,440	119,314	511,651	410,851	870,335	181,183	264,585	258,544	190,894	75,626	5,022,490
1876.	827,252	141,928	599,022	82,720	100,949	469,097	486,734	1,055,789	205,445	308,607	270,274	18,804	89,346	5,635,167
1877.	754,859	128,025	755,952	72,946	118,599	490,022	410,165	1,302,211	172,466	260,381	210,280	192,110	917,402	5,513,398
1878.	717,423	111,373	569,964	110,805	116,718	468,475	544,009	1,381,868	229,032	314,969	345,738	261,727	923,344	6,098,445

## FREIGHT NOT EARNING REVENUE--(Being for use of the Company.)

	1878.	1877.	1876.	1875.	1874.
Tons moved in Freight Trains one mile .....	38,193.400	33,092,600	35,993,327	30,808,909	35,405,067
Cost per ton per mile .....	Cents, 0.474	0.573	0.564	0.737	0.767
Amount of Cost of this Transportation .....	\$181,037	\$189,621	\$203,002	\$227,062	\$271,556

# STATISTICS OF FREIGHT BUSINESS—NINE YEARS—1870 TO 1878, INCLUSIVE.

YEAR.	East-Bound.					West-Bound.					Total, East and West.					MISCELLANEOUS EARNINGS, FOR STORAGE, E. & P. FREIGHT, ETC.	TOTAL EARNINGS, including Miscellaneous.	PERCENTAGE OF FREIGHT MOVEMENTS.		AVERAGE HAUL FOR EACH TON CARRIED.
	Tons.	Earnings.	Tons carried one mile.	Rate per ton per mile.	Cts.	Tons.	Earnings.	Tons carried one mile.	Rate per ton per mile.	Cts.	Tons.	Earnings.	Tons carried one mile.	Rate per ton per mile.	Cts.			Eastward.	Westward.	
1870	2,038,753	5,536,697 18	412,087,965	1.356		941,972	3,047,774 30	161,967,806	1.882		2,978,725	8,634,471 48	574,035,571	1.504		111,654 17	8,746,125 65	71.8	28.2	192.7
1871	2,564,708	7,143,074 99	526,397,486	1.357		1,219,817	3,062,784 18	207,273,210	1.478		3,784,525	10,205,859 17	733,670,696	1.391		135,358 83	10,341,218 00	71.7	28.3	193.9
1872	2,997,556	8,488,927 09	667,369,119	1.272		1,445,536	4,217,956 37	257,475,021	1.638		4,443,092	12,706,883 46	924,844,140	1.374		117,978 74	12,824,862 20	72.2	27.8	203.2
1873	3,417,790	9,994,546 44	770,423,785	1.297		1,728,871	4,074,855 93	283,503,404	1.437		5,176,861	14,009,402 37	1,053,927,189	1.335		122,996 40	14,192,398 77	73.1	26.9	203.6
1874	3,715,071	8,273,158 75	753,633,140	1.098		1,506,196	3,518,452 84	245,703,941	1.432		5,221,297	11,791,611 59	999,342,081	1.180		126,738 19	11,918,349 78	75.4	24.6	191.4
1875	3,381,876	6,466,969 19	677,979,702	0.954		1,640,614	3,063,068 66	265,256,459	1.155		5,022,490	9,530,037 85	943,236,161	1.010		109,000 29	9,639,038 14	71.9	28.1	187.8
1876	3,867,031	6,421,446 76	827,020,640	0.776		1,768,136	2,811,276 25	306,814,188	0.926		5,635,167	9,262,723 01	1,133,834,828	0.817		142,905 94	9,405,628 95	72.9	27.1	201.2
1877	3,718,449	6,175,883 96	747,274,720	0.826		1,794,949	3,152,364 51	332,730,841	0.947		5,513,398	9,328,248 47	1,080,005,561	0.864		148,359 12	9,476,607 59	69.2	30.8	195.9
1878	4,228,390	6,863,695 42	995,031,834	0.672		1,870,055	3,152,463 07	345,445,992	0.913		6,098,445	9,836,158 49	1,340,467,826	0.734		212,793 29	10,048,951 78	74.2	25.8	219.8

## FREIGHT FORWARDED AND RECEIVED AT EACH STATION,

For the Year Ending December 31, 1878.

STATIONS.	FREIGHT FORWARDED.		FREIGHT RECEIVED.	
	Weight—Lbs.	Revenue.	Weight—Lbs.	Revenue.
EAST BUFFALO.	723,178,467	\$ 855,968 56	4,906,044,046	\$4,368,070 59
BUFFALO .....	323,661,770	389,805 45	760,498,560	469,632 72
TOTAL E.BUF.& BUF	1,046,840,237	\$1,245,774 01	5,666,542,606	\$4,837,703 31
Hamburg .....	55,145	82 57	341,755	349 74
Lake View .....	402,538	282 53	940,945	627 58
Derby .....	204,025	158 71	366,242	226 24
Angola .....	2,342,327	1,177 31	2,971,076	2,288 69
Farnham .....	2,607,747	1,707 88	1,094,821	739 33
Irving .....	1,208,238	835 26	868,725	831 99
Silver Creek .....	2,801,488	4,110 94	7,611,402	5,125 78
Dunkirk .....	450,891,884	126,160 10	95,070,509	67,402 79
Brocton .....	56,492,187	19,608 37	19,977,999	10,962 21
Westfield .....	3,780,660	3,854 21	9,945,572	8,679 23
Ripley .....	2,438,377	1,945 77	1,839,916	1,722 09
State Line .....	1,612,450	1,280 62	709,498	731 19
Marvins .....	407,900	163 22		
North East .....	9,373,002	7,154 54	10,052,814	8,805 71
Moorhead .....	1,459,813	767 56	356,341	281 42
Harbor Creek .....	764,827	509 49	318,878	282 99
ERIE .....	308,252,729	254,797 94	917,619,945	585,144 98
Swanville .....	136,675	134 05	113,974	172 26
Fairview .....	1,920,588	1,303 74	2,516,046	1,810 71
Girard .....	16,895,518	13,544 48	9,842,164	8,716 15
Springfield .....	1,337,418	1,016 50	727,059	862 22
Conneaut .....	6,733,231	5,717 44	11,430,953	8,967 05
Kingsville .....	4,933,391	4,038 34	1,922,186	1,879 60
Ashtabula .....	17,216,564	14,361 37	131,648,182	36,599 31
Ashtabula Harbor ..	23,064,340	8,661 25	84,043,383	33,194 04
Saybrook .....	358,006	311 52	192,209	257 24
Geneva .....	5,306,004	6,235 76	13,366,363	10,512 91
Unionville .....	3,248,650	2,581 88	1,067,452	962 37
Madison .....	4,039,863	3,951 84	3,818,763	3,269 25
Perry .....	4,288,044	3,206 27	869,393	812 95
Painesville .....	10,698,364	11,585 65	23,923,693	18,667 12
Mentor .....	1,335,534	1,097 11	1,756,086	1,421 93
Willoughby .....	2,438,462	2,654 73	5,846,653	3,946 23
Wickliffe .....	332,255	191 29	439,463	215 64
Nottingham .....	10,188,494	3,498 49	1,636,896	817 70
Collinwood .....	2,899,855	3,263 79	14,408,184	2,996 64
Glenville .....	993,798	1,843 68	2,813,230	1,308 98
CLEVELAND .....	3,126,916,266	1,807,653 21	1,292,969,564	912,244 68
Oil City .....	341,425,561	206,570 91	59,195,612	43,232 45
Reno .....	189,890	180 44	4,083,268	1,207 67
Run .....	1,193,300	383 38		
Franklin .....	21,360,166	20,535 69	53,010,856	24,637 20
Polk .....	73,830	98 66	233,377	251 19
Raymilton .....	172,361,491	99,496 80	657,669	659 84
Sandy Lake .....	2,203,017	1,412 26	2,798,555	3,640 39
Stoneboro .....	214,092,896	72,960 03	15,640,048	9,701 07
Clark .....	1,830,280	1,451 40	257,143	321 91
Hadley .....	3,766,225	2,512 39	1,531,245	2,169 64
Salem .....	2,753,370	1,747 48		
Jamestown .....	6,728,039	5,229 43	2,880,711	3,400 90
Simon .....	414,634	254 79	77,445	53 98

## FREIGHT FORWARDED AND RECEIVED—Continued.

STATIONS.	FREIGHT FORWARDED.		FREIGHT RECEIVED,	
	Weight—Lbs.	Revenue.	Weight—Lbs.	Revenue.
Andover.....	2,531,056	2,073 03	3,478,524	3 669 35
Leon.....	1,180,374	953 30	478,744	653 66
Dorset.....	1,888,149	941 98	169,016	204 51
Jefferson.....	2,112,925	2,441 08	6,066,285	5,387 41
Plymouth.....	387,900	110 74		
Youngstown.....	90,063,668	74,937 55	252,622,647	58,350 93
No. 3 Bank.....	196,145,700	24,518 31		
Coalburg.....	96,077,935	47,164 73	4,747,700	2,749 58
Tyrrell Hill.....	55,417,773	41,243 39	875,785	565 88
Fowler.....	1,438,633	998 31	683,323	327 79
Kinsman.....	4,457,580	3,287 14	2,490,577	2,195 55
Williamsfield.....	4,167,758	2,962 65	1,184,075	1,194 10
Rockport.....			203,145	121 47
Berea.....	23,596,243	21,921 07	6,693,931	5,730 61
Olmsted Falls.....	277,899	514 36	2,036,191	959 73
Shawville.....	814,407	855 80	731,053	420 58
Elyria.....	118,740,877	55,623 53	29,674,984	21,993 52
Oberlin.....	2,857,649	3,035 63	14,205,744	9,020 12
Kipton.....	2,235,918	2,060 78	1,100,807	853 62
Wakeman.....	11,729,826	9,563 70	3,580,863	3,286 65
Collins.....	4,933,851	4,395 23	1,026,291	1,053 54
Norwalk.....	32,424,065	29,335 64	35,698,304	24,647 38
Monroeville.....	101,074,545	50,774 59	38,373,824	20,524 06
Bellevue.....	50,321,708	45,071 63	18,440,747	12,271 84
Clyde.....	32,595,974	28,894 09	42,731,618	26,922 13
Fremont.....	119,591,933	94,479 57	27,947,392	22,842 50
Lindsey.....	5,830,738	4,632 95	922,705	875 10
Elmore.....	10,976,968	8,511 06	2,844,130	2,653 46
Genoa.....	23,935,319	16,334 82	4,280,076	2,235 63
Millbury.....	6,130,458	2,919 34	512,689	432 17
North Amherst.....	58,272,625	34,711 68	12,998,326	4,040 34
Brownhelm.....	25,518,352	10,356 32	1,228,846	671 87
Vermillion.....	6,574,007	4,931 03	14,616,801	4,886 61
Ceylon.....	13,802,905	13,671 99	1,987,405	1,684 56
Huron.....	8,193,656	5,960 21	4,391,961	2,537 02
Sandusky.....	205,918,123	159,231 82	69,049,103	39,100 61
Venice.....	4,344,702	2,227 85	289,026	224 59
Danbury.....	365,588	220 10	117,518	104 13
Gypsum.....	3,982,236	3,199 45	1,128,803	892 11
Port Clinton.....	5,983,071	4,556 42	6,210,304	4,178 29
La Carne.....	1,586,776	1,072 07	489,667	262 46
Oak Harbor.....	7,587,952	4,871 14	1,866,764	1,781 89
Rocky Ridge.....	13,243,901	8,488 88	1,401,439	1,055 10
Graytown.....	11,319,565	6,568 26	1,645,957	1,208 48
Martin.....	15,510,080	7,625 02	1,012,673	687 67
DETROIT.....	88,823,177	74,464 47	201,375,551	131,819 79
Grand Trunk Junct.	107,153,402	32,831 14	142,842,370	64,326 96
Ecorces.....	273,450	113 76	42,266	31 38
Wyandotte.....	4,752,612	3,268 24	6,608,297	4,531 91
Trenton.....	2,778,150	1,597 56	536,311	593 96
Rockwood.....	3,921,659	2,841 43	1,954,369	1,069 03
Newport.....	1,718,635	1,189 36	540,269	417 73
Stony Creek.....	377,327	187 13	20,000	12 00
Monroe.....	123,239,015	55,551 86	70,634,880	30,356 47
La Salle.....	116,510	58 27		
Vienna.....	156,222	154 53	113,175	141 99
West Toledo.....	880,811	776 88	3,325,090	3,250 90
Wagon Works.....	3,678,859	4,349 39	8,873,172	4,786 64
Ida.....	3,145,060	2,150 67	362,174	503 96

## FREIGHT FORWARDED AND RECEIVED—Continued.

STATIONS.	FREIGHT FORWARDED.		FREIGHT RECEIVED.	
	Weight—Lbs.	Revenue.	Weight—Lbs.	Revenue.
Petersburg.....	2,275,989	1,842 41	654,106	823 13
Deerfield.....	3,869,470	2,751 81	562,721	692 13
Wellsville.....	401,100	272 21		
Tecumseh.....	22,305,767	19,679 86	18,205,372	15,621 57
Clinton.....	12,077,001	12,783 08	6,146,145	5,303 94
Manchester.....	8,043,082	9,150 36	8,721,898	7,064 04
Norwell.....	2,561,899	1,336 13	435,038	436 95
Napoleon.....	2,835,708	3,177 01	1,513,170	1,313 62
Jackson.....	57,099,037	39,952 24	96,504,685	80,178 73
TOLEDO.....	1,239,143,177	786,215 07	884,209,399	516,806 04
Holland.....	1,281,638	624 50	149,173	109 77
Swanton.....	5,082,779	2,901 78	1,635,996	1,312 76
Delta.....	8,954,115	7,465 22	2,500,598	2,546 68
Wauseon.....	13,503,263	15,394 69	6,062,499	6,032 03
Pettisville.....	2,751,119	2,556 80	644,816	666 36
Archbald.....	10,891,023	10,842 02	1,927,463	2,120 02
Stryker.....	12,145,924	13,795 45	4,213,640	4,958 32
Bryan.....	23,803,819	30,015 72	10,336,367	12,090 90
Melbern.....	2,631,872	3,546 32	252,800	207 95
Edgerton.....	13,035,204	14,140 92	2,441,005	3,144 84
Butler.....	227,506,844	139,842 32	22,301,293	19,585 58
Waterloo.....	66,091,067	65,931 36	17,061,770	14,404 77
Corunna.....	11,486,957	9,265 78	1,044,951	1,325 41
Kendallville.....	41,583,105	40,654 84	12,388,655	10,511 39
Brimfield.....	2,957,052	2,445 04	477,973	633 08
Wawaka.....	3,767,431	2,893 50	300,796	424 46
Ligonier.....	31,811,085	42,021 60	9,612,347	11,866 38
Millersburg.....	3,136,128	2,020 24	496,095	849 02
Goshen.....	88,119,255	86,933 55	29,713,869	33,567 83
Sylvania.....	393,063	504 78	418,098	334 85
Ottawa Lake.....	7,496,415	3,630 65	357,243	331 37
Wood.....	1,227,350	621 51		
Riga.....	4,781,573	2,529 22	455,078	457 00
Blissfield.....	7,378,491	8,248 80	2,707,995	3,061 62
Grosvenor.....	1,342,476	1,528 75	1,172,691	1,525 66
Palmyra.....	534,098	464 18	230,000	120 30
Lenawee Junction.....	20,000	24 00	84,000	46 80
Adrian.....	28,031,370	30,722 14	34,977,939	28,902 89
Clayton.....	7,391,455	7,738 79	1,139,609	1,467 50
Hudson.....	25,759,007	30,894 64	9,174,814	11,710 00
Pittsford.....	4,833,258	7,171 99	755,275	852 96
Osseo.....	1,819,516	2,690 90	578,976	764 35
Hillsdale.....	25,432,531	28,607 48	24,137,488	19,749 72
Jonesville.....	26,955,894	23,228 69	20,865,355	10,459 25
Allen.....	4,157,248	4,750 67	855,786	1,072 37
Quincy.....	9,139,323	9,028 61	3,888,755	4,894 23
Coldwater.....	21,986,347	30,656 71	17,570,981	22,243 41
Batavia.....			200,000	222 00
Bronson.....	15,394,708	17,840 81	3,341,830	4,378 90
Burr Oak.....	6,699,016	8,487 93	2,375,591	2,974 03
Sturgis.....	38,847,698	35,550 81	13,678,899	10,575 36
Douglass.....	2,507,391	1,071 76	331,137	326 99
White Pigeon.....	9,850,160	11,337 20	5,286,370	5,715 08
Vistula.....	3,551,865	2,953 20	2,175,917	2,767 45
Bristol.....	3,635,388	3,372 18	1,557,297	2,323 18
Elkhart.....	22,551,136	31,291 27	39,740,314	39,955 17
Litchfield.....	6,191,279	6,761 41	4,077 481	3,503 36
Homer.....	5,551,534	6,990 93	1,331,796	1,588 44
Condit.....	377,062	381 81	105,550	87 58



## FREIGHT FORWARDED AND RECEIVED—Concluded.

STATIONS.	FREIGHT FORWARDED.		FREIGHT RECEIVED.	
	Weight—Lbs.	Revenue.	Weight—Lbs.	Revenue.
Albion .....	8,706,130	10,978 15	11,784,298	10,131 61
Devereux .....	3,284,038	3,845 72	518,319	449 81
Springport .....	4,888,654	5,694 69	2,415,425	2,341 49
Charlesworth .....	1,166,591	913 24	47,676	65 83
Eaton Rapids .....	9,237,352	10,680 30	5,866,482	4,864 82
Kingsland .....	2,995,000	2,006 50	2,620	1 50
Dimondale .....	5,523,101	5,937 00	604,145	640 30
Lansing .....	37,069,253	37,371 96	17,845,736	23,579 73
Constantine .....	10,529,127	13,951 19	6,623,748	7,587 07
Florence .....	526,764	168 58	267,500	201 80
Three Rivers .....	13,314,216	17,028 02	13,326,515	11,983 53
Moorepark .....	2,092,070	1,418 19	811,302	763 43
Flowerfield .....	3,446,315	3,325 64	231,805	270 91
Schoolcraft .....	7,156,421	9,501 89	5,911,290	7,812 30
Portage .....	71,310	51 79	226,150	119 48
Kalamazoo .....	28,339,764	34,580 58	29,450,318	25,262 30
Cooper .....	475,340	93 47	40,000	48 60
Argenta .....	1,078,466	453 86	604,082	336 73
Plainwell .....	10,790,768	14,906 41	7,752,343	4,940 39
Otsego .....	7,676,484	7,837 23	2,457,331	2,751 53
Abronia .....	1,611,800	661 72	120,000	23 00
Allegan .....	20,924,988	18,130 53	7,035,722	12,010 48
Hopkins .....	9,615,371	6,195 55	1,065,490	1,392 43
Hilliard .....	6,618,827	2,835 47	193,934	268 41
Dorr .....	13,481,897	8,987 45	3,029,036	1,861 93
Byron Center .....	5,894,843	2,936 47	892,261	639 59
Grandville .....	20,000	7 00	20,000	16 40
Eagle Mills .....	23,292,750	14,216 16	.....	.....
Grand Rapids .....	79,425,411	93,014 26	65,571,638	59,552 75
Osecola .....	913,144	261 09	166,655	168 94
Mishawaka .....	7,090,128	9,554 75	4,588,516	5,734 98
South Bend .....	51,491,034	57,540 23	83,555,178	66,847 32
Warren .....	969,795	260 98	20,275	32 86
Terre Coupee .....	3,630,135	1,125 22	125,375	93 19
Carlisle .....	6,532,805	3,754 69	1,505,641	1,805 62
Rolling Prairie .....	7,577,594	3,084 59	581,008	756 37
La Porte .....	72,513,448	54,631 54	28,025,428	28,998 63
Otis .....	101,639,966	52,698 51	11,559,402	9,796 20
Burdick .....	2,300,506	1,394 78	94,665	109 58
Morrison .....	1,237,900	681 87	.....	.....
Chesterton .....	4,439,040	2,876 58	881,082	1,085 38
Baily Town .....	720,000	685 00	430	50
Millers .....	187,887	158 80	126,354	132 80
Pine .....	23,195	14 38	15,554	18 24
Whiting .....	11,750	13 03	87,702	89 20
Colehour .....	1,610	3 68	354,360	162 35
South Chicago .....	1,715,730	776 56	15,623,054	12,282 97
Grand Crossing .....	823,173	780 37	8,461,705	5,644 67
Englewood .....	26,314,812	29,605 74	90,645,613	128,075 23
CHICAGO .....	1,739,688,639	2,591,243 29	889,854,650	1,249,177 98
TOTALS .....	12,196,890,324	\$9,836,158 49	12,196,890,324	\$9,836,158 49

\* Add—Storage, Elevating, Switching, etc. .... 175,438 12  
 Erie & Pittsburgh Railroad Freight, (Erie and Girard) ..... 37,355 17

TOTAL REVENUE ..... \$10,048,951 78

# DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION,

For the Year ending December 31, 1878.

STATIONS.	COAL.	STONE AND LIME.	PETROLEUM.	PIG BLOOM AND RAILROAD IRON.	OTHER IRON AND CASTINGS.	LUMBER AND OTHER FOREST PRODUCTS.	ANIMALS.	GRAIN.	AGRI'L PRODUCTS (except Grain).	FLOUR.	PROVISIONS.	MANUFACTURES.	MERCHANTS' DISE AND OTHER ARTICLES.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
EAST BUFFALO	35,289	1,366		22,186	12,668	60	1,893	40	2,410	220	3,511	23,254	253,962	361,589
BUFFALO	44,770	698	41	1,639	6,695	1,448	122	785	1,735	910	888	14,308	87,792	161,881
Total—E. Buf. & Buf.	80,059	2,064	41	23,825	19,363	1,498	1,715	825	4,145	1,130	4,399	42,562	341,754	523,430
Hamburg		10					1						17	28
Lake View						10		3	5	3		5	175	201
Derby					1	43		25	23				10	102
Angola						700	11	10	133	2	191	7	117	1,171
Farmham					2	225	6	16	32	1	2	4	1,016	1,304
Irving		156			2	20		32	341		22	6	25	604
Silver Creek					22	65	73	31	201		40	712	257	1,401
Dunkirk	73,384	75	130,132	11	4,269	8,107	564	27	1,535	47	1,013	2,410	3,922	235,446
Brocton	17,263		3,395	15	1,521	2,616	34	35	742		128	1,767	720	23,246
Westfield		52				286	227	462	123	4	156	513	87	1,890
Ripley						240	51	375	337		104		112	1,219
State Line					3	95	10	223	47	9			410	806
Marvins						204								204
North East					32	2,008	80	775	284	374	110	821	194	4,687
Moorhead					2	430		109	145				44	730
Harbor Creek						212		143	14				14	383
ERIE	56,605	252	1,211	4,140	7,698	6,448	404	372	4,250	1,395	1,764	15,153	54,444	154,126
Swanville							1	8	25		12		22	68
Fairview					1	191		283	214	9	7	146	109	960
Girard	6,348	13		420	30	228	341	504	596		33	545	300	8,448
Springfield						24	31	38	431	11	38		46	669
Conneaut						554	415	125	899	115	330		702	3,367
Kingsville					6	904	2	40	593	10	187	182	549	2,467

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION--CONTINUED.

STATIONS.	COAL.	STONE AND LIME.	PETRO-LEUM.	PIG, BLOOM AND RAILROAD IRON.	OTHER IRON AND CASTINGS.	LUMBER AND OTHER FOREST PRODUCTS.	ANIMALS.	GRAIN.	AGRIC'L PRODUCTS, (except Grain.)	FLOUR.	PROVI-SIONS.	MANUFAC-TURES.	MERCHAN-DISE AND OTHER ARTICLES.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Ashtabu'a.....	1,353	574			84	2,261	331		100	752	342	1,044	4,707	8,008
Ashtabula Harbor		252				152							11,128	11,532
Saybrook.....						42	2		93		31	1		179
Geneva.....		8			47	58	346	36	379	97	319	873	490	2,613
Unionville.....						201	5	2	995	1	161	97	162	1,621
Madison.....					2	77	125	6	1,398	50	74	95	193	2,020
Perry.....						192		35	1,381		52		481	2,144
Painesville.....		32		10	127	805	670	51	1,266	71	1,041	220	1,056	5,349
Mentor.....					5	111	6	174	295	1	26	1	49	668
Willoughby.....					13	32	8	177	405	50	76	152	306	1,219
Wickliffe.....						114		20					32	166
Nottingham.....		4,859						32	179				18	5,094
Collinwood.....		1,302				1	7		61			36	44	1,451
Glenville.....						289			96				102	497
CLEVELAND.....	44,819	18,185	177,822	41,244	40,492	49,538	175,961	432,307	109,015	112,132	119,734	52,074	190,105	1,563,458
Oil City.....		5	168,647		291	514	12		51	2	12	166	1,043	170,713
Reno.....			83									8	4	95
Run.....													597	597
Franklin.....		110	8,765		181	122	2		4	59	11	143	1,283	10,080
Polk.....					5				1	12	3	2	14	37
Raymilton.....	9,089		76,667			348								
Sandy Lake.....		4			7	778	2	11		5	3	10	41	86,181
Stoneboro.....	89,585	222	81	305	3,212	7,649	12	80	27	16	48	75	65	1,102
Clark.....					3	30		98	113	25	85	1,733	3,926	107,046
Hadley.....							60	16		1	37	812	16	915
Salem.....						1,520		137	27	16	31	62	40	1,883
Jamesstown.....	551	11			73	1,377							1,377	1,377
Simon.....						1,206	10	339		206	205	181	577	3,164
Andover.....					7	39					168			207
Leon.....						492	30	1	122	15	457	12	130	1,266
						352	140		13		52	18	15	500

# DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONTINUED.

STATIONS.	COAL.	STONE AND LIME.	PETRO- LEUM.	PIG BLOOM AND RAILROAD IRON.	OTHER IRON AND CASTINGS.	LUMBER AND OTHER FOREST PRODUCTS.	ANIMALS.	GRAIN.	AGRIC'L PRODUCTS, (except Grain.)	FLOUR.	PROVI- SIONS.	MANUFAC- TURES.	MERCHAN- DISE AND OTHER ARTICLES.		TOTAL.
													Tons.	Tons.	
Dorset	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Jefferson	80	15			15	84	153		22	181	365	79	14	146	1,056
Plymouth						194									194
Youngstown	17,171			9,416	16,298	112	9			146			1,909		45,031
No. 3 Bank	98,073							1							98,073
Coalburg	44,327														45,031
Tyrell Hill	28,959			8,477	10										28,959
Fowler				40	18	636				13	5	4	37		27,709
Kinsman						672					38	6	3		719
Williamsfield		3			11	1,312	440		7		368	35	53		2,229
Berea						1,626	20	3	47		135	221	32		2,084
Olmsted Falls		11,275				10	67	13	51	5	20	119	238		11,798
Shawville		53				14	2		3			64	53		139
Elyria	50,096					12	22	60	118				74		407
Oberlin		1,090	21	471	114	141	313	1,103	348	11	466	1,353	3,813		50,370
Kipton					36	376	163	58	236	71	38	15	416		1,439
Wakeman		1,707				1,362	2	358	377		122		67		1,118
Collins						857	675	328	1,209	172	137		99		5,865
Norwalk					2	1,796	32	699	445		22	378	62		2,467
Monroeville	27,831	53		4,505	170	2,562	810	8,536	1,414	846	92	758	1,700		16,212
Bellevue			6		123	2,562	726	6,030	525	491	187	3,141	4,363		50,537
Clyde	84		4	163	34	167	591	9,262	1,192	5,965	83	3,521	4,340		21,161
Fremont					68	1,600	746	5,506	2,448	1,000	192	2,753	1,704		16,298
Lindsey		2,759			27	12,604	8,288	19,785	130	7,820	3,508	2,367	2,508		50,796
Elmore						440	270	1,826	61		134		35		2,975
Genoa		132			7	1,472	233	2,368	23	4	108	835	21		5,489
Millbury		9,000			3	1,812	10	415	14	55	99	304	193		11,963
North Amherst						2,420	14	14			2	542	73		3,665
Brownhelm		26,918			1	1,024	32	243	399	249	31	54	183		29,186
Vermillion		11,218						84	44	267	228	18	15		12,759
		6			10	1,482	106	685	607	14	222	11	144		3,257

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONTINUED.

STATIONS.	COAL.	STONE AND LIME.	PETRO- LEUM.	Ptg.Bloom AND RAILROAD IRON.	OTHER IRON AND CASTINGS.	LUMBER AND OTHER FOREST PRODUCTS.	ANIMALS.	GRAIN.	AGRIC'L PRODUCTS (Except Grain).	FLOUR.	PROVI- SIONS.	MANUFAC- TURES.	MERCHAN- DISE AND OTHER ARTICLES.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Ceylon.....	.....	2,443	.....	.....	.....	692	83	126	1,251	.....	80	1,458	769	6,902
Huron.....	.....	10	.....	.....	.....	127	47	61	1,330	188	2,109	.....	225	4,097
Sandusky.....	176	6,805	.....	540	84	10,592	29,000	27,138	686	2,994	3,337	7,039	14,650	102,959
Venice.....	.....	10	.....	.....	.....	742	.....	1,040	22	335	7	.....	16	2,172
Danbury.....	.....	.....	.....	.....	.....	.....	.....	6	13	.....	26	.....	138	183
Gypsum.....	.....	.....	.....	.....	1	35	2	209	542	.....	3	368	831	1,991
Port Clinton.....	.....	10	.....	.....	.....	1,084	387	578	50	.....	521	.....	362	2,992
La Carne.....	.....	.....	.....	.....	.....	179	85	424	6	.....	17	.....	82	793
Oak Harbor.....	.....	.....	.....	.....	15	2,528	156	766	37	9	67	73	143	3,794
Rocky Ridge.....	.....	2,379	.....	.....	5	4,208	1	.....	.....	.....	2	.....	27	6,822
Graytown.....	.....	.....	.....	.....	.....	5,552	33	.....	.....	.....	7	.....	68	5,960
Martin.....	.....	2,078	.....	.....	35	3,071	.....	34	.....	2	.....	2,307	28	7,755
DETROIT.....	69	485	11	6,246	986	10,372	237	1,348	4,857	787	2,560	7,794	8,730	44,412
G. T. Junction.....	390	390	153	674	1,386	38,962	149	707	217	65	368	5,001	5,115	53,577
Ecorces.....	.....	.....	.....	.....	.....	101	10	.....	.....	.....	4	.....	22	137
Wyandotte.....	.....	.....	.....	652	1,199	99	.....	14	.....	.....	.....	82	330	2,376
Trenton.....	.....	790	.....	.....	2	440	.....	28	1	84	1	1	42	1,389
Rockwood.....	.....	.....	.....	.....	1	230	10	745	26	38	32	797	32	1,961
Newport.....	.....	.....	.....	.....	.....	400	.....	369	15	.....	32	9	34	859
Stony Creek.....	.....	.....	.....	.....	.....	60	.....	129	.....	.....	.....	.....	.....	189
Monroe.....	22	.....	8	341	349	38,327	262	1,648	3,653	1,996	1,767	4,178	9,063	61,919
La Salle.....	.....	.....	.....	.....	.....	28	.....	30	.....	.....	.....	.....	.....	58
Vienna.....	.....	.....	.....	.....	.....	.....	.....	6	66	.....	.....	.....	6	78
West Toledo.....	.....	.....	.....	10	8	.....	20	.....	.....	.....	12	.....	390	440
Wagon Works.....	.....	.....	.....	.....	22	10	4	.....	.....	.....	.....	1,769	34	1,839
Ida.....	.....	81	.....	.....	.....	32	10	1,218	.....	.....	143	.....	89	1,573
Petersburg.....	.....	.....	.....	.....	6	474	31	162	144	28	17	218	58	1,138
Deerfield.....	.....	.....	.....	.....	.....	1,026	.....	238	506	10	8	84	63	1,935
Wellsville.....	.....	.....	.....	.....	.....	179	.....	15	.....	.....	.....	.....	8	202
Tecumseh.....	.....	10	10	.....	43	756	1,123	929	909	5,477	652	590	674	11,153

# DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONTINUED.

STATIONS.	COAL.	STONE AND LIME.	PETRO- LEUM.	PIG, BLOOM & RAILROAD IRON.	OTHER IRON AND CASTINGS.	LUMBER & OTHER FOREST PRODUCTS.	ANIMALS.	GRAIN.	AGRIC'L PRODUCTS, (except Grain.)	FLOUR.	PROVI- SIONS.	MANUFAC- TURES.	MERCHAN- DISE AND OTHER ARTICLES.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Clinton .....					23	30	425	4,335	508	101	155	237	224	6,038
Manchester .....							138	2,887	384	19	165		429	4,022
Norvell .....					4			171	7		3		1,097	1,292
Napoleon .....							66	1,070	192		30	4	56	1,418
Jackson .....	3,290		368		1,178	10,643	56	4,058	375	65	567	1,355	6,005	28,550
Toleno .....	44,752	1,506	218	9,430	6,751	39,122	65,135	253,928	18,056	44,119	15,198	35,929	75,428	619,572
Holland .....		574				57			4				7	642
Swanton .....					6	1,298	33	947	29	8	81	53	86	2,541
Delta .....		10			32	1,202	376	1,963	261	94	284	98	157	4,477
Wauseon .....					12	536	921	2,392	754	789	546	170	633	6,753
Pettisville .....					8	680	211	328	68	2			68	1,375
Archbald .....					6	1,041	522	3,446	35	10	218	12	155	5,445
Stryker .....					3	893	631	3,113	140	25	218	724	326	6,073
Bryan .....					7	1,500	1,929	4,331	300	43	822	2,050	860	11,902
Melbern .....						160	483	600	6		47		20	1,316
Edgerton .....					7	760	750	4,120	237	3	164	302	175	6,518
Butler .....		80		57	118	22,461	7,178	66,065	5,895	6,774	724	1,523	2,878	113,753
Waterloo .....					189	15,507	2,565	10,292	1,027	800	795	516	1,354	33,045
Coruna .....					5	799	391	3,926	109		140		373	5,743
Kendallville .....					482	5,276	1,391	11,515	410	95	75	536	1,046	20,792
Brimfield .....		18			3	145	340	903	12		25	9	42	1,479
Wawaka .....						763	29	1,045	5		2	28	12	1,884
Ligonier .....					23	1,536	1,604	10,943	511	108	410	177	593	15,905
Millersburg .....					6	109	24	1,222		150	7		49	1,567
Goshen .....				11	21	10,025	3,754	16,994	1,215	3,651	581	2,606	4,514	44,060
Sylvania .....	10	588			13	59	44		24	13			44	197
Ottawa Lake .....					7	3,709						3	29	3,748
Wood .....						614								614
Riga .....					2	1,856		312	113		44		65	2,392
Blissfield .....					1	575	424	1,473	607	58	305	61	182	3,689



# DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONTINUED.

STATIONS.	COAL.	STONE AND LINE.	PETROLEUM.	PIG BLOOM & RAILROAD IRON.	OTHER IRON AND CASTINGS.	LUMBER & OTHER FOREST PRODUCTS.	ANIMALS.	GRAIN.	AGRIC'L PRODUCTS, (except Grain.)	FLOUR.	PROVISIONS.	MANUFACTURES.	MERCHANDISE AND OTHER ARTICLES.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Dimondale.....	.....	.....	.....	.....	.....	876	137	1,802	14	11	11	60	51	2,762
Lansing.....	.....	.....	.....	.....	15	8,969	21	6,516	225	459	144	998	1,188	18,535
Constantine.....	.....	.....	.....	.....	.....	.....	355	392	364	3,815	74	51	214	5,265
Florence.....	.....	.....	.....	.....	.....	.....	.....	263	.....	.....	.....	.....	.....	263
Three Rivers.....	.....	8	44	.....	.....	101	18	3,533	.....	1,710	222	597	424	6,657
Moorepark.....	.....	.....	.....	.....	.....	.....	134	853	29	10	.....	.....	20	1,046
Flowerfield.....	.....	.....	.....	.....	.....	.....	297	1,155	85	133	.....	12	41	1,723
Schoolcraft.....	.....	.....	.....	.....	4	136	337	1,955	230	369	127	232	128	3,578
Portage.....	.....	.....	.....	.....	.....	13	.....	23	.....	.....	.....	.....	.....	36
Kalamazoo.....	.....	.....	.....	.....	.....	498	12	7,039	157	1,895	595	2,236	1,738	14,170
Cooper.....	.....	.....	.....	.....	.....	41	.....	185	.....	12	.....	.....	.....	238
Argenta.....	.....	.....	.....	.....	.....	164	.....	304	51	9	2	.....	9	539
Plainwell.....	.....	.....	.....	.....	3	30	270	1,532	147	2,542	117	41	711	5,395
Osseo.....	.....	.....	.....	.....	1	275	.....	487	225	1,537	45	404	860	3,838
Abronia.....	.....	.....	.....	.....	.....	796	.....	.....	.....	.....	.....	.....	10	806
Allegan.....	.....	.....	2	.....	199	6,031	26	2,198	746	408	170	281	402	10,463
Hopkins.....	.....	.....	.....	.....	.....	2,101	31	1,793	446	.....	368	21	48	4,808
Hillard.....	.....	.....	.....	.....	.....	3,031	30	219	8	.....	10	.....	21	3,309
Dorr.....	.....	.....	.....	.....	.....	4,755	21	995	9	628	92	.....	241	6,741
Byron Center.....	.....	.....	.....	.....	.....	2,443	.....	387	41	.....	12	.....	64	2,947
Grandville.....	.....	.....	.....	.....	.....	10	.....	.....	.....	.....	.....	.....	.....	10
Eagle Mills.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11,646	11,646
Grand Rapids.....	.....	.....	.....	.....	.....	27,539	41	1,962	66	1,766	.....	4,814	3,525	38,713
Osceola.....	.....	.....	.....	.....	.....	6	.....	380	12	.....	.....	41	18	457
Mishawaka.....	.....	.....	.....	.....	2	10	245	5	212	1,416	.....	1,573	82	3,545
South Bend.....	.....	.....	.....	.....	216	177	1,004	2,901	74	3,744	14	16,390	1,333	25,746
Warren.....	.....	.....	.....	.....	.....	.....	18	463	2	.....	.....	.....	2	485
Terre Coupee.....	.....	.....	.....	.....	.....	515	.....	1,287	.....	.....	.....	.....	13	1,815
Carlisle.....	.....	.....	.....	.....	27	403	692	1,918	47	50	11	52	66	3,266
Rolling Prairie.....	.....	.....	.....	.....	.....	937	353	2,296	.....	.....	.....	125	78	3,789



# DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONCLUDED.

STATIONS.	COAL.	STONE AND LIME.	PETRO- LEUM.	Pig,Bloom AND RAILROAD IRON.	OTHER IRON CASTINGS.	LUMBER AND OTHER FOREST PRODUCTS.	ANIMALS.	GRAIN.	AGRI'L PRODUCTS (except Grain).	FLOUR.	PROVI- SIONS.	MANUFAC- TURES.	MERCHAN- DISE AND OTHER ARTICLES.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
La Porte.....	1,498	13	76	1,815	208	5,527	2,311	6,725	457	2,163	96	1,965	13,403	36,257
Otis.....	23,727			491	180	5,545	8,761	10,348	43	160		1,348	217	50,820
Burdick.....						795	50	12	17		10		266	1,150
Morrison.....						619								619
Chesterion.....					12	779	388	397	293	6	21	239	85	2,220
Bailey Town.....						360								360
Millers.....					2	76	4				3		9	94
Pin.....							10						1	11
Whiting.....									2				5	7
South Chicago.....					355	38		9			2	35	419	858
Grand Crossing.....													411	411
Englewood.....		163	1,890			31	2	10,239	109		18	46	659	13,157
CHICAGO.....	712	201	61	2,486	7,655	7,054	200,296	292,123	22,483	73,473	166,409	2,482	89,409	869,844
TOTALS.....	717,423	111,373	589,964	110,805	116,718	463,475	544,009	1,364,868	229,032	314,989	345,738	261,727	923,344	6,098,445

# GENERAL SUMMARY OF PASSENGER BUSINESS

FOR THE YEAR ENDING DECEMBER 31st, 1878.

## MOVEMENT.

THROUGH PASSENGERS, (Buffalo to Chicago).....	1878.	1877.	
First Class.....	42,977	47,682	
Second Class.....	8,814	9,260	
Emigrant.....	4,331	3,178	
TOTAL THROUGH.....	56,122	60,120	3,998 Decrease.
WAY PASSENGERS—			
First Class.....	2,662,475	2,660,258	
Second Class.....	16,997	14,601	
Emigrant.....	10,438	7,316	
TOTAL WAY.....	2,689,910	2,682,175	7,735 Increase.
TOTAL THROUGH AND WAY.....	2,746,032	2,742,295	3,737 "
Number of Passengers moved West.....	1,383,712	1,382,228	1,484 "
Number of Passengers moved East.....	1,362,320	1,360,067	2,253 "
TOTAL.....	2,746,032	2,742,295	3,737 "

## EARNINGS.

	1878.	1877.	DECREASE.
From Through Passengers.....	\$ 581,399 30	\$ 623,623 70	\$ 42,224 40, or 6 1-10 per cent.
From Way Passengers.....	2,475,993 43	2,579,575 96	103,582 53, or 4 per cent.
TOTAL.....	\$3,057,392 73	\$3,203,199 66	\$145,806 93, or 4 5-10 per cent.
Decrease in Earnings from reduced Mileage.....			\$100,348 24, or 3 1-10 per cent.
" " " " " rate per mile.....			45,458 69, or 1 4-10 per cent.
TOTAL.....			\$145,806 93, or 4 5-10 per cent.

## MILEAGE.

	1878.	1877.	DECREASE.
Number of Miles Traveled by Through Passengers..	30,305,880	32,464,800	2,158,920, or 6 6-10 per cent.
Number of Miles Traveled by Way Passengers.....	103,396,141	105,651,818	2,255,677, or 2 1-10 per cent.
TOTAL.....	133,702,021	138,116,618	4,414,597, or 3 2-10 per cent.
Average Distance Traveled by each Through Passenger.....			1878. 540
Average Distance Traveled by each Way Passenger.....			1877. 39
Average Distance Traveled by all Passengers.....			49 50

## RATES.

	1878.	1877.
Average Fare from each Through Passenger.....	\$10 36	\$10 37½
Average Fare from each Way Passenger.....	92	96
Average Fare from all Passengers.....	1 11½	1 17
	1878.	1877.
Average per Mile—Through Passengers (all classes).....	1 91-100 cts.	1 92-100 cts.
Average per Mile—Way Passengers (all classes).....	2 39-100 cts.	2 44-100 cts.
Average per Mile—All Passengers (all classes).....	2 29-100 cts.	2 32-100 cts.

# STATISTICS OF PASSENGER BUSINESS—NINE YEARS—1870-1878.

## Movement of Passengers.

## Earnings.

YEAR.	THROUGH, (BUFFALO AND CHICAGO.)				WAY.				TOTAL THROUGH AND WAY.	WESTWARD, EASTWARD.	THROUGH, (BUFFALO & CHICAGO )	WAY.	TOTAL.	
	CLASS.			TOTAL.	CLASS.			TOTAL.						
	First.	Second.	Emigrant.		First.	Second.	Emigrant.							
1870...	61,474	8,277	3,277	73,028	1,944,689	22,859	24,854	1,992,412	2,005,440	1,072,320	983,120	\$856,371 00	\$3,336,589 27	\$4,192,960 27
1871...	54,259	9,094	4,530	67,883	1,935,522	24,212	18,811	1,978,545	2,046,428	1,057,141	980,287	799,059 79	3,207,663 79	4,006,723 58
1872...	62,116	10,046	8,518	80,680	2,092,465	22,369	17,240	2,132,074	2,212,754	1,143,771	1,093,983	930,214 98	3,288,328 31	4,218,543 29
1873...	65,577	9,687	7,031	82,295	2,713,512	22,938	27,118	2,762,868	2,845,163	1,464,283	1,380,875	945,072 65	3,624,657 09	4,569,729 74
1874...	62,873	7,808	3,616	74,297	2,961,277	20,195	10,494	3,021,966	3,066,263	1,574,650	1,521,613	847,598 99	3,401,453 38	4,249,022 37
1875...	58,225	6,611	4,104	68,940	3,076,497	17,423	7,374	3,101,294	3,170,234	1,607,456	1,562,778	759,523 24	3,163,274 64	3,922,797 88
1876...	79,250	5,467	3,624	88,341	3,012,754	13,189	5,639	3,031,582	3,119,923	1,579,294	1,540,629	747,821 73	2,916,328 14	3,604,147 87
1877...	47,682	9,260	3,178	60,120	2,660,258	14,601	7,316	2,682,175	2,742,235	1,382,228	1,360,067	623,623 70	2,579,575 96	3,203,199 66
1878...	42,977	8,814	4,331	56,122	2,662,475	16,997	10,438	2,689,910	2,746,032	1,383,712	1,362,320	581,399 30	2,475,983 43	3,057,392 73

## Mileage.

## Rates.

YEAR.	THROUGH, (BUFFALO AND CHICAGO.)		WAY.		TOTAL.		AV. DISTANCE TRAVELED BY EACH PASSENGER.			AVERAGE FARE FROM EACH PASSENGER.			AVERAGE PER MILE, ALL CLASSES.		
	THROUGH, (BUFFALO AND CHICAGO.)	WAY.	TOTAL.	THROUGH.	Miles.	Miles.	Through.	Way.	All.	Through.	Way.	All.	Through.	Way.	All.
1870	39,435,120	121,064,994	160,500,114	540	61	77	\$11 72	\$1 61	\$2 03	2.17	2.75	2.612	Cts.	Cts.	Cts.
1871	36,656,820	106,547,587	143,204,407	540	54	70	11 77	1 62	1 96	2.18	3.01	2.808	2.14	2.74	2.599
1872	43,567,200	118,741,295	162,308,495	540	55	74	11 53	1 54	1 92	2.13	2.69	2.542	2.04	2.48	2.378
1873	44,439,300	134,933,873	179,363,173	540	49	63	11 48	1 31	1 60	2.11	2.55	2.452	1.92	2.28	2.060
1874	40,130,380	133,104,192	173,234,572	540	44	56	11 41	1 12%	1 37	1.92	2.44	2.319	1.91	2.39	2.287
1875	37,227,600	127,723,261	164,950,861	540	41	52	11 02	1 02	1 24	8 46%	96	1 17%	10 37%	92	1 12%
1876	47,704,140	137,806,361	175,510,501	540	42	56	10 37%	96	1 17%	10 37%	96	1 17%	10 37%	96	1 17%
1877	32,464,800	105,651,818	138,116,618	540	39	50	10 37%	96	1 17%	10 37%	96	1 17%	10 37%	96	1 17%
1878	30,305,860	103,396,141	133,702,021	540	38	49	10 36	92	1 12%	10 36	92	1 12%	10 36	92	1 12%

## NUMBER OF PASSENGERS LEAVING EACH STATION,

AND

## REVENUE DERIVED THEREFROM.

STATIONS.	NUMBER OF PASSENGERS.			EARNINGS.		
	1878.	1877.	1876.	1878.	1877.	1876.
Buffalo	136,742	144,126	213,635	\$594,574 40	\$623,966 01	\$847,756 32
West Seneca	4,439	3,907	4,026	570 25	524 25	520 40
Bay View	2,263	2,190	4,781	433 00	395 80	834 75
Athol	295	465	59 15	59 15	83 07	-----
Hamburg	1,506	1,379	2,090	517 55	497 35	683 70
Lake View	3,205	2,797	3,216	1,173 90	1,039 55	1,203 65
Derby	2,750	2,503	3,723	924 35	879 70	1,123 53
Angola	9,774	9,352	10,908	4,566 25	4,393 62	4,956 14
Farnham	2,112	2,193	2,375	805 25	836 26	982 25
Irving	3,026	3,016	4,312	1,201 13	1,139 99	1,374 33
Silver Creek	10,263	9,711	12,220	5,433 84	5,029 13	5,165 76
Sheridan	710	614	1,402	181 15	145 40	220 15
Dunkirk	44,258	43,320	48,767	64,112 51	57,643 37	56,251 14
Morians	173	97	175	50 25	35 95	66 30
Brocton	13,876	23,307	23,620	11,802 00	21,886 70	19,824 18
Portland	348	246	272	95 15	80 50	76 50
Westfield	13,044	10,347	11,763	10,382 74	7,184 75	7,662 26
Ripley Crossing	1,328	1,091	1,096	259 25	221 20	273 60
Ripley	5,461	4,996	5,712	2,454 88	2,326 42	2,463 65
State Line	2,106	1,946	2,432	764 60	699 24	791 39
North East	19,179	18,222	20,699	9,623 62	9,039 19	10,324 71
Moorhead	3,026	2,356	3,244	726 48	632 60	697 56
Harbor Creek	4,344	4,316	5,776	1,064 15	1,082 33	1,138 33
Wesleyville	1,310	1,276	1,856	227 95	210 00	245 15
Erie	67,066	68,858	75,453	80,318 46	82,973 28	97,620 46
Swanville	1,714	2,073	2,632	541 65	615 75	728 70
Fairview	3,877	4,163	4,705	1,517 70	1,551 50	1,829 57
Girard	19,855	20,754	22,182	13,921 56	13,810 22	15,132 03
Springfield	2,150	2,487	2,734	1,258 85	1,480 75	1,640 68
Conneaut	10,044	9,853	9,851	8,468 00	7,861 50	8,106 40
Amboy	583	602	971	179 45	216 85	357 30
Kingsville	4,216	5,189	5,690	2,497 63	2,757 68	3,037 98
Oil City	13,011	12,137	12,513	7,019 53	7,409 62	7,024 35
Reno	3,639	3,868	4,217	487 81	538 50	585 05
Run	246	282	235	46 70	58 00	41 65
Franklin	20,026	20,548	20,567	10,613 34	12,128 48	10,713 39
Summit	316	422	379	75 75	112 50	123 70
Polk	3,066	3,220	3,979	876 50	933 30	1,171 25
Raymilton	3,893	5,408	4,325	1,272 75	1,880 10	1,520 95
Sandy Lake	8,872	8,938	9,539	3,049 05	3,187 15	3,480 25
Stoneboro	10,046	10,935	11,205	4,467 36	5,046 07	5,030 20
Clark	1,936	2,048	2,078	637 10	765 25	728 50
Hadley	2,872	2,907	3,075	1,234 20	1,402 80	1,346 15
Salem	471	433	500	170 45	212 95	210 10
Amasa	2,824	2,772	3,062	1,468 35	1,525 25	1,402 85
Jamestown	7,186	8,658	8,529	5,790 20	7,554 84	7,040 41
Turner	298	244	366	61 40	49 85	88 20
Simon	755	846	840	296 05	308 20	304 70
Youngstown	2,057	3,211	2,207	1,573 27	1,337 00	1,288 80
Thornhill	13	15	48	2 45	3 40	11 45
Doughton	178	146	167	83 10	34 35	50 40
Coalburg	940	2,015	1,888	339 55	540 60	588 75
Brookfield	67	104	165	22 35	35 50	51 00
Tyrrell Hill	476	518	594	260 25	226 55	225 05
Fowler	368	585	542	189 50	274 25	248 85
Latimer	271	425	386	93 15	118 25	109 75
Kinsman	1,291	1,373	1,431	907 55	853 90	880 55
Williamsfield	1,939	1,677	2,326	804 80	634 55	957 15
Andover	7,291	7,355	8,693	3,636 05	3,793 83	4,121 38
Leon	2,549	2,619	3,395	1,187 50	1,251 40	1,433 70
Dorset	1,692	1,552	925	648 15	698 05	278 05
Jefferson	11,180	11,007	13,042	5,054 65	5,068 52	5,597 90
Griggs	265	243	322	69 65	72 60	79 60
Plymouth	422	325	464	92 30	73 55	103 75
Ashtabula	34,754	35,345	38,686	30,650 93	32,579 49	33,988 29
Saybrook	1,515	1,714	2,111	616 40	725 85	765 28
Geneva	14,215	13,585	14,516	9,729 48	8,253 29	8,620 95

## Number of Passengers Leaving each Station—Continued.

STATIONS.	NUMBER OF PASSENGERS.			EARNINGS.		
	1878.	1877.	1876.	1878.	1877.	1876.
Unionville.....	2,816	3,088	3,504	\$ 1,314 70	\$ 1,471 90	\$ 1,602 60
Madison.....	7,888	8,891	10,137	4,105 90	4,855 36	5,431 25
Perry.....	3,182	3,996	4,655	1,307 20	1,696 80	1,783 40
Lane.....	566	496	569	119 75	85 95	118 65
Painesville.....	33,504	34,054	40,141	28,201 28	28,800 57	32,984 76
Heisley.....	178	372	395	75 25	154 85	170 85
Mentor.....	5,572	6,492	6,380	2,490 40	3,080 00	2,797 45
Reynolds.....	375	586	868	117 15	172 20	145 00
Willoughby.....	13,414	13,314	14,231	6,677 99	6,674 25	6,776 00
Wickliffe.....	2,175	2,268	2,713	644 55	720 00	891 80
Noble.....	619	715	966	172 35	185 05	243 60
Nottingham.....	5,113	6,005	5,607	1,426 90	1,607 35	1,687 15
Collinwood.....	7,285	7,409	7,121	2,017 85	1,981 25	1,950 30
Coits.....	8,658	3,898	1,832	749 10	386 60	292 25
Glenville.....	12,203	10,524	17,599	3,127 67	1,572 10	6,532 95
Cleveland.....	202,854	200,191	228,680	417,109 90	424,421 76	462,381 53
West Cleveland.....	1,540	1,556	3,069	189 80	260 35	442 75
Rockport.....	761	856	1,243	167 85	264 35	315 20
Town Line.....	317	381	582	90 00	158 30	184 15
Berea.....	11,491	11,013	12,614	7,685 24	7,000 05	8,235 62
Olmsted.....	3,843	4,435	6,126	1,606 35	1,979 30	2,539 27
Shawville.....	3,334	3,630	4,588	1,395 30	1,551 95	1,812 00
Elyria.....	47,793	46,303	53,115	37,889 64	36,094 37	40,314 86
Amherst.....	9,885	9,039	11,674	4,477 55	4,401 50	5,285 29
Brownhelm.....	2,903	3,200	4,026	938 50	1,138 55	1,352 55
Vermillion.....	7,663	7,566	9,394	4,378 96	4,449 65	4,835 38
Ceylon.....	5,105	4,859	5,196	2,145 60	2,150 95	2,424 42
Huron.....	7,274	7,378	8,377	8,644 65	3,647 57	4,034 85
Sandusky.....	29,472	29,172	32,669	27,197 84	27,233 69	28,201 47
Venice.....	1,355	1,361	1,777	453 35	520 65	660 37
Danbury.....	2,877	3,094	4,462	879 10	949 70	1,172 10
Gypsum.....	2,481	2,235	3,427	649 85	680 35	865 55
Port Clinton.....	14,601	12,848	16,029	7,405 70	6,863 15	8,136 25
La Carne.....	2,527	1,768	2,769	809 75	621 35	824 00
Oak Harbor.....	7,340	5,866	7,492	3,197 40	2,778 43	3,453 28
Rocky Ridge.....	3,607	2,028	1,799	1,221 95	800 40	672 40
Graytown.....	4,123	3,181	2,931	1,668 50	1,628 95	1,474 40
Martin.....	4,126	3,148	3,174	1,564 10	1,231 35	1,339 05
Oberlin.....	25,038	25,399	30,333	18,847 27	19,886 83	22,314 14
Kipton.....	3,544	3,444	4,566	1,884 06	1,916 34	2,317 82
Wakeman.....	8,398	8,092	9,697	5,299 82	5,406 25	5,924 93
Collins.....	4,605	4,301	5,514	2,371 90	2,385 97	2,642 44
Norwalk.....	38,534	36,205	42,066	27,548 69	27,421 15	29,680 70
Monroeville.....	25,444	25,318	29,528	18,913 97	18,963 73	21,529 65
Bellevue.....	17,108	16,848	19,374	10,590 19	10,567 72	12,255 83
Clyde.....	30,092	30,223	31,202	21,295 03	22,103 01	23,843 31
Fremont.....	36,328	37,010	38,887	25,862 83	26,229 05	27,897 07
Lindsey.....	4,266	4,004	5,590	1,341 55	1,338 60	1,837 50
Elmore.....	10,671	10,879	12,863	5,208 85	5,338 90	6,027 15
Genoa.....	8,769	8,766	10,861	3,754 43	3,982 50	4,623 01
Millbury.....	6,596	6,230	8,319	1,989 95	2,130 05	2,706 70
East Toledo.....	1,709	1,273	1,388	853 45	582 75	717 45
Detroit.....	23,313	29,471	29,101	50,665 32	64,794 80	66,054 77
Grand Trunk Junction.....	3,900	5,533	6,185	6,265 17	8,208 19	9,030 77
Ecorces.....	860	548	690	257 80	166 25	226 65
Wyandotte.....	3,082	4,444	3,776	1,341 45	2,129 10	2,190 80
Trenton.....	2,246	3,341	3,777	896 25	1,535 20	1,902 60
Rockwood.....	2,580	3,854	4,259	1,269 70	1,950 55	2,200 20
Newport.....	2,216	3,363	4,096	821 85	1,304 00	1,521 15
Stony Creek.....	326	462	820	85 40	136 85	235 05
Monroe.....	24,946	28,976	33,648	22,378 32	26,270 12	29,084 72
Strasburg.....	230	185	61 60	61 60	46 40	-----
Ida.....	3,208	2,941	3,794	1,321 80	1,337 00	1,453 15
Petersburg.....	4,988	5,087	6,990	2,656 90	2,766 00	3,576 90
Deerfield.....	4,872	4,999	6,294	2,078 85	2,300 15	2,458 45
Sisson.....	738	562	1,000	157 60	145 25	226 85
Wellsville.....	654	630	950	162 20	163 30	239 05
La Salle.....	677	694	851	160 35	210 70	269 70
Vienna.....	2,512	2,609	3,047	962 80	1,027 25	1,238 55
Alexis.....	185	151	234	57 70	57 80	84 90
West Toledo.....	574	770	659	281 55	323 80	367 10
Wagon Works.....	11,514	14,417	342	1,373 00	1,493 75	254 85

## Number of Passengers Leaving each Station—Continued.

STATIONS.	NUMBER OF PASSENGERS.			EARNINGS.		
	1878.	1877.	1876.	1878.	1877.	1876.
TOLEDO	153,552	166,026	169,063	\$227,103 20	\$247,126 04	\$272,612 78
Air Line Junction	2,292	2,875	2,621	1,326 40	1,597 75	1,645 50
Richards	473	524	1,054	149 50	222 05	295 95
Sylvania	6,299	7,059	9,090	2,321 55	2,605 00	3,315 25
Ottawa Lake	3,948	4,382	5,627	1,396 70	1,551 00	2,066 25
Riga	3,549	3,707	4,480	1,303 00	1,352 65	1,525 60
Blissfield	10,927	12,109	13,303	5,457 81	6,076 10	6,279 20
Grosvenor	4,233	5,112	5,626	2,790 15	3,490 30	3,900 10
Palmyra	77	206	1,308	75 55	93 40	464 80
Lanawee	8,658	8,088	9,508	3,760 85	3,857 60	4,146 25
Adrian	48,237	49,708	63,254	49,076 85	45,158 57	53,199 00
Chase's	692	792	885	190 00	210 60	234 65
Tecumseh	16,157	17,268	20,722	10,394 27	10,332 33	11,918 91
Clinton	7,884	8,846	9,906	3,879 00	4,108 15	3,967 45
River Raisin	397	450	458	140 50	157 50	153 60
Manchester	7,248	8,124	10,250	3,910 42	4,402 04	5,725 06
Norvell	2,448	2,779	3,202	1,019 25	1,057 40	1,208 20
Napoleon	4,735	5,399	5,946	2,009 05	2,018 35	2,349 55
Eldred	255	226	338	72 75	73 05	99 30
Jackson	19,204	22,722	25,535	27,163 83	28,662 90	30,501 88
Clayton	6,009	6,069	7,741	3,087 20	3,253 80	4,025 30
Hudson	18,857	18,183	21,486	15,098 16	14,805 97	16,448 12
Pittsford	4,555	4,588	5,107	2,034 09	2,043 00	2,214 75
Osseo	3,492	3,162	3,835	1,913 10	1,835 25	2,106 60
Hillsdale	24,476	24,100	26,432	21,528 52	22,193 77	22,818 56
Jonesville	21,898	23,038	26,124	14,760 46	15,301 40	16,924 49
Litchfield	5,084	5,777	6,456	2,107 35	2,440 75	2,457 10
Homer	5,967	5,926	7,247	2,851 13	2,713 43	3,347 47
Condit	342	402	639	128 50	111 80	192 05
Albion	10,874	12,208	13,152	6,227 37	7,140 20	8,029 26
Devereux	1,714	1,824	2,380	493 20	555 75	688 85
Springport	4,424	5,175	4,858	1,774 20	2,149 45	2,002 45
Charlesworth	1,518	1,533	1,706	455 85	475 85	515 60
Eaton Rapids	8,274	8,867	9,416	5,988 00	6,162 31	7,051 31
Kingsland	148	179	349	51 95	63 60	100 45
Dimondale	3,208	2,903	2,833	1,374 95	1,325 45	1,296 40
Packards	61	57	38	12 55	18 50	8 65
South Lansing	37	87	167	17 59	41 75	63 90
Lansing	9,867	9,823	8,791	12,105 14	11,495 39	11,889 71
North Lansing	365	396	430	529 20	680 55	410 70
Allens	2,754	3,276	4,097	1,851 45	2,029 36	2,159 05
Quincy	8,150	8,447	10,502	5,574 40	5,568 25	6,593 55
Coldwater	24,742	24,166	29,772	25,224 82	26,654 79	29,441 95
Batavia	897	953	1,362	377 75	371 45	503 35
Bronson	7,790	8,322	10,087	5,260 85	5,547 20	6,144 35
Burr Oak	6,304	7,474	8,379	3,694 10	4,292 90	4,909 80
Sturgis	13,283	13,958	15,837	12,874 47	13,802 33	15,310 04
Douglas	6,706	2,124	1,670	1,216 90	432 90	601 90
White Pigeon	18,878	20,365	20,348	13,895 54	14,321 74	14,865 60
Constantine	10,242	11,815	10,703	4,105 79	4,827 15	4,895 08
Florence	262	308	312	85 45	96 30	104 00
Three Rivers	16,175	17,163	17,632	10,203 21	10,785 37	12,790 91
Moorepark	1,755	1,766	2,015	584 63	702 35	700 35
Flowerfield	1,421	1,749	2,147	594 40	714 30	862 80
Schoolcraft	8,350	9,738	10,221	4,647 96	4,610 60	4,855 13
Portage	1,144	1,473	1,934	335 50	398 80	465 50
Kalamazoo	23,740	25,553	30,107	21,381 22	23,374 18	27,911 14
Cooper	387	415	405	129 00	121 00	110 45
Argenta	1,199	1,680	2,348	365 25	549 70	658 45
Plainwell	6,393	6,905	7,492	3,025 07	3,446 70	3,528 96
Otsego	6,169	6,861	8,443	2,835 53	3,178 70	3,609 23
Abronia	1,170	1,166	1,138	365 10	407 80	362 90
Allegan	14,413	14,675	15,990	11,234 50	11,950 46	12,868 38
Hopkins	4,388	3,979	4,509	2,316 80	1,964 00	2,253 40
Hilliards	1,904	1,613	1,741	859 20	902 85	936 25
Dorr	3,917	3,731	3,865	2,364 50	2,636 15	2,333 80
Byron	3,352	3,480	4,485	1,657 85	1,594 75	2,072 35
Grandville	490	571	651	198 35	216 90	213 20
Eagle Mills	549	396	380	83 25	76 95	95 70
Grand Rapids	15,020	14,197	17,238	22,996 26	23,467 97	27,891 44
Vistula	2,411	2,265	2,670	1,234 60	1,264 40	1,521 65
Bristol	5,724	5,442	6,891	2,243 02	2,229 12	2,680 90

## Number of Passengers Leaving each Station—Concluded.

STATIONS.	NUMBER OF PASSENGERS.			EARNINGS.		
	1878.	1877.	1876.	1878.	1877.	1876.
HOLLAND.....	1,671	1,890	2,588	\$ 585 90	\$ 678 20	\$ 844 60
Swanton.....	4,547	4,888	5,758	2,226 75	2,275 15	2,714 00
Delta.....	7,471	6,970	8,980	3,959 87	3,443 95	4,542 65
Wauseon.....	15,137	14,728	16,862	10,726 44	10,507 38	11,345 98
Pettisville.....	2,737	2,796	3,548	1,091 65	1,364 50	1,369 55
Archbald.....	4,628	3,977	5,512	2,138 72	1,859 30	2,472 20
Stryker.....	6,268	5,804	7,691	3,695 10	3,340 95	4,860 50
Bryan.....	16,912	16,016	18,342	14,613 87	14,666 05	15,688 40
Melbern.....	1,120	947	1,373	401 60	402 15	474 35
Edgerton.....	7,385	6,871	8,260	3,900 98	3,880 35	5,135 10
Butler.....	7,509	8,385	8,992	5,784 71	6,553 74	7,103 66
Waterloo.....	12,037	12,580	14,345	9,909 60	9,986 49	10,237 29
Sedan.....	693	741	1,483	126 35	157 50	320 55
Corunna.....	2,747	2,825	3,278	940 50	811 20	868 95
Kendallville.....	13,778	14,697	16,157	13,442 18	13,705 90	14,566 61
Brimfield.....	2,868	2,603	3,240	1,273 35	1,288 90	1,538 15
Wawaka.....	2,229	2,263	2,618	796 90	870 15	840 90
Liconier.....	10,815	10,534	11,881	7,766 99	7,506 00	8,848 62
Millersburg.....	2,763	2,848	2,995	1,006 05	990 55	1,026 80
Goshen.....	25,896	23,729	26,637	16,260 07	16,185 90	17,169 11
Dunlaps.....	493	646	427	95 40	133 35	94 20
ELKHART.....	56,877	52,969	63,442	50,538 95	50,403 38	56,759 00
Osceola.....	1,570	1,650	2,260	403 50	494 45	653 90
Mishawaka.....	9,739	9,056	12,143	4,356 28	4,624 90	5,699 25
South Bend.....	36,463	34,529	38,881	36,013 81	36,326 91	41,125 36
Warren.....	862	877	1,373	270 35	284 90	391 60
Terre Coupee.....	815	782	1,134	358 20	341 20	475 95
New Carlisle.....	5,028	5,058	5,428	2,705 75	2,698 60	2,852 95
Rolling Prairie.....	3,891	4,658	4,845	1,535 85	1,598 90	1,678 45
La Porte.....	24,193	25,600	27,163	24,150 67	26,470 88	27,679 07
Foresters.....	263	193	350	104 80	78 00	137 80
Otis.....	4,291	4,353	4,989	2,828 48	3,108 44	3,537 64
Burdick.....	640	682	636	285 65	304 80	266 76
Chesterton.....	1,776	1,924	2,070	1,241 35	1,313 75	1,521 10
Millers.....	581	622	843	377 90	440 65	557 35
Pine.....	134	148	135	79 65	92 40	82 80
Whiting.....	750	2,236	624	194 55	369 70	244 25
Colehour.....	3,920	3,044	8,625	767 10	593 20	1,254 25
1 0th Street.....	8,241	6,347	6,175	1,209 20	973 55	1,025 05
South Chicago.....	20,811	24,135	32,335	3,802 99	4,319 80	6,023 11
Grand Crossing.....	9,158	11,125	8,100	3,691 40	4,264 67	3,936 28
Brookline.....	271	210	336	33 55	34 50	55 05
Englewood.....	38,515	39,269	35,664	7,152 59	8,019 55	7,333 89
CHICAGO.....	139,586	149,173	164,660	488,093 08	524,103 66	561,966 47
Do City Travel.....	223,973	157,065	167,770			
TOTAL.....	2,746,032	2,742,295	3,119,923	3,057,392 73	\$3,203,199 66	\$3,664,147 87

HISTORICAL.



# EARNINGS—1837-1878—FORTY-TWO YEARS.

YEAR.	ERIE & KALA- MAZOO (Toledo to Adrian).	MICH'N SOUTH- ERN & NORTH'N INDIANA.	TOLEDO, NOR- WALK & CLEVELAND.	CLEVELAND & TOLEDO.	CLEVELAND PAINESVILLE & ASHTABULA.	LAKE SHORE RAILWAY.
1837.....	<i>a</i> 55,821					
1838.....	50,486					
1839.....	46,169					
1840.....	35,544					
1841.....	37,686	<i>d</i> 7,399				
1842.....	<i>b</i> 25,144	15,248				
1843.....	26,770	24 260				
1844.....	28,005	60,340				
1845.....	28,422	62,735				
1846.....	26,580	88,394				
1847.....	32,834	101,024				
1848.....	26,047	71,580				
1849.....	<i>c</i> 14,580	88,660				
1850.....		162,235				
1851.....		305,686				
1852.....		<i>e</i> 555,383				
1853.....		1,573,181	<i>f</i> 229,270	<i>g</i> 210,956	<i>i</i> 658,526	
1854.....		2,158,312		685,737	870,430	
1855.....		2,595,630		888,355	1,152,939	
1856.....		2,714,848		1,106,021	1,321,699	
1857.....		2,233,746		1,039,661	1,251,538	
1858.....		2,015,750		838,810	1,111,353	
1859.....		1,754,816		780,236	934,321	
1860.....		2,068,897		889,500	1,069,325	
1861.....		2,167,280		955,959	1,244,975	
1862.....		3,228,329		1,167,745	1,629,126	
1863.....		3,296,094		1,579,511	2,076,185	
1864.....		4,120,153		1,985,808	2,429,698	
1865.....		4,826,723		2,359,958	2,396,110	
1866.....		4,646,328		2,514,277	2,599,352	
1867.....		4,663,809		<i>h</i> 1,948,315	<i>j</i> 3,062,013	
1868.....		4,978,153				<i>k</i> 5,037,995
1169.....		<i>e</i> 2,009,540				<i>i</i> 2,258,665
1870.....						
1871.....						
1872.....						
1873.....						
1874.....						
1875.....						
1876.....						
1877.....						
1878.....						

*a* First locomotive (the "Adrian," Baldwin No. 80) arrived at Toledo June 20, 1837. Animal power used previously.

*b* Receiver appointed, (Willard J. Daniels, late of Lockport. N. Y.,). The only Receivership in the history of all the companies.

*c* Perpetual lease to Michigan Southern, August 1, 1849. Flat or "strap" rail used up to 1851.

*d* Built and operated by State of Michigan to November 30, 1846.

*e* Opened through to Chicago May 22, 1852.

*f* Opened through, January 24, 1853. Merged into Cleveland & Toledo, September 1, 1853. Northern Division (Junction R. R.) opened West Cleveland to Sandusky, October 24, 1853; to Toledo, April 24, 1855.

*g* September 1, to December 31, 1853—four months.

*h* To October 31, 1867,—ten months. Leased to Cleveland, Painesville & Ashtabula—subsequently consolidated (March 19, 1869).

*i* Opened Cleveland to Erie. November 20, 1852.

*j* Includes Cleveland & Toledo earnings November and December.

*k* Lake Shore Railway—formerly C. P. & A. and C. & T. (Erie to Toledo.)

# EARNINGS—1837 1878—FORTY-TWO YEARS.

ERIE & NORTH EAST. 6 feet gauge.	BUFFALO & STATE LINE.	BUFFALO & ERIE.	LAKE SHORE & MICHIGAN SOUTHERN.	TOTAL EARNINGS.	FREIGHT PER TON PER MILE.	YEAR.
				\$ 55,821		1837
				50,486		1838
				46,169		1839
				35,544		1840
				45,085		1841
				40,362		1842
				51,030		1843
				88,345		1844
				91,157		1845
				114,974		1846
				133,858		1847
				97,627		1848
				103,240		1749
				162,235		1850
				305,686		1851
" 62,280	" 202,713			821,476		1852
125,600	451,371			3,248,904	Cents.	1853
		705,582		4,420,061	3.510	1854
		947,100		5,584,024	3.210	1855
		1,108,755		6,251,323	2.960	1856
		1,051,904		5,570,849	2.740	1857
		938,740		4,904,653	2.380	1858
		836,655		4,306,028	2.292	1859
		918,021		4,945,843	2.757	1860
		1,047,307		5,415,521	2.092	1861
		1,386,611		7,411,611	2.099	1862
		1,724,084		8,675,874	2.296	1863
		2,030,062		10,565,721	2.833	1864
		2,374,821		11,957,612	2.903	1865
		2,477,058		12,237,015	2.476	1866
		2,284,129		11,958,266	2.427	1867
		2,214,337		12,230,485	2.336	1868
		1,290,075	7 7,327,135	12,975,415	1.714	1869
			13,509,236	13,509,236	1.504	1870
			14,898,440	14,898,449	1.391	1871
			17,699,935	17,699,935	1.374	1872
			19,414,509	19,414,509	1.335	1873
			17,146,131	17,146,131	1.180	1874
			14,434,199	14,434,199	1.010	1875
			13,949,177	13,949,177	.817	1876
			13,505,159	13,505,159	.864	1877
			13,979,766	13,979,766	.734	1878

! To May 31—five months.

n Opened January 19, 1852, and run as a wide gauge railroad to December 7, 1853. The attempt to narrow the gauge was followed by the "Erie War," which closed the road two months to February 1, 1854, on which day the first train passed from Buffalo to Erie over a uniform gauge.

o Opened Buffalo to State Line February 22, 1852.

o The Buffalo & State Line and the Erie & Northeast Railroad Companies were operated as one road from November 19, 1853, to May 15, 1867, under a contract, when they were formally consolidated, taking the name of "Buffalo & Erie Railroad."

p Seven Months, to August 1. Merged into Lake Shore & Michigan Southern.

q Begins June 1, Chicago to Erie; August 1, Chicago to Buffalo.

r Five months to May 31, 1859—Consolidation with Lake Shore Railway.

s 1856, the last of the first twenty years, the earnings reached their maximum, (\$6,251,323,) when the revulsion of 1857 came.

t 1873 was the summit year of the second twenty years, the earnings reaching \$19,414,509, more than treble the earnings of 1856.

1846.---1878.

# HISTORY.

(Second Paper.)

---

By C. P. LELAND.

---

In the Eighth Annual Report, (1877) we gave a condensed history of the original companies embraced in the present organization—The Lake Shore & Michigan Southern Railway Company.

This instalment of history is a simple chronological record of the names of all the directors who have ever served in each of the companies, giving the exact period of such service, carefully taken from the official records.

Fully three fourths of these men have passed away. It is very difficult to ascertain the exact dates of deaths, but they are given when known accurately.

The lists are arranged beginning with the most eastern company, Buffalo & State Line, working from thence westward.

1849.—1867.

## BUFFALO AND STATE LINE RAILROAD CO.

Organized and first Board of Directors elected June 6, 1849.

Consolidated into Buffalo and Erie R. R. May 15, 1867.

### ANNUAL ELECTION IN JUNE.

#### LIST OF DIRECTORS—18 Years.

George Palmer.....	June, 1849, (organization)	to Sep. 19, 1864, (death.)
George W. Patterson.....		to June, 1851, and June, 1854, to [consolidation May, 1867.
Dean Richmond.....	"	to Aug. 28, 1866, (death.)
Roselle Green.....	"	to June, 1851.
Ezekiel B. Gurnsey.....	"	to March, 1850, (death.)
Ambrose P. Yaw.....	"	to June, 1850.
George W. Tift.....	"	to June, 1851.
Daniel W. Tomlinson.....	"	to Feb., 1851.
Frederick Whittlesey.....	"	to Feb., 1851.
Joseph Field.....	"	to consolidation, May, 1867.
James S. Wadsworth*.....	"	to June, 1863.
Henry C. Frisbie.....	"	to June, 1851.
Jeremiah Mann.....	"	to June, 1850.
Charles H. Lee.....	June, 1850, to consolidation,	May, 1867.
William Williams.....	"	to Dec. 1, 1857, and June, 1864, to consolidation, [May, 1867.
Isaac Sherman.....	"	to Feb., 1851.
Henry L. Lansing.....	Feb. 1851, to consolidation,	May, 1867.
John Wilkinson.....	"	to June, 1863.
Asa Sprague.....	"	to June, 1855.
Benjamin Loder.....	June, 1851, to June,	1853.
Hanson A. Risley.....	"	to June, 1858.
Homer Ramsdell.....	"	to June, 1856—Died Sep. 5, 1860.
Horace White.....	"	to June, 1854.
William J. McAlpine.....	June, 1853, to June,	1854.
Nelson Robinson.....	June, 1854, to consolidation,	May, 1867.
Alanson Robinson.....	June, 1855, to June,	1858.
Constant Cook.....	June, 1856, to death,	Sep. 22, 1863.
Hamilton White.....	June, 1858, to June,	1859.
Charles Moran.....	"	to June, 1863.
William Keep.....	"	to June, 1863.
Daniel Drew.....	June, 1860, to June,	1863.
Nathaniel Marsh.....	June, 1862, to June,	1866.
Milton Courtright.....	June, 1863, to June,	1866.
John A. Tracy.....	"	to June, 1864.
Addison G. Jerome.....	"	to consolidation, May, 1867.
James C. Harrison.....	June, 1865, to	"
Edwin Smith.....	June, 1866, to	"
William S. Brown.....	"	to
Charles M. Reed.....	"	to
John H. Chedell.....	"	to
John M. Hutchinson.....	"	to

—Died Jan. 19, 1875.

\*Brigadier General James S. Wadsworth was killed in the battle of the Wilderness, May 6, 1864.

#### PRESIDENTS.

George Palmer.....	From organization, June, 1849, until his death, Sep. 19, 1864.
Dean Richmond.....	June, 1865, until his death, Aug. 28, 1866.

#### VICE PRESIDENTS.

Dean Richmond.....	From organization, June, 1849, until June, 1865.
Charles H. Lee.....	June, 1865, until consolidation, May, 1867.

#### SUPERINTENDENTS.

C. C. Dennis.....	Oct., 1851, to Oct., 1856.
R. N. Brown.....	Oct., 1856, to April, 1864, and Oct., 1866, to L. S. & M. S. [consolidation, Aug., 1869.
J. Lewis Grant.....	April, 1864, to Oct., 1866.

**1847.—1867.**

## ERIE AND NORTH-EAST RAILROAD CO.

(Erie, Pa., to N. Y. State line, 30 miles.)

### ANNUAL ELECTION—JANUARY.

#### DIRECTORS.

Charles M. Reed	Jan. 22, 1847 to Nov. 22, 1853—Died, Dec. 14, 1871.
William Kelly	Jan. 18, 1853.
Henry Cadwell	July 25, 1849.
Smith Jackson	Nov. 22, 1853.
Alexander W. Brewster	May 26, 1851. (death.)
Milton Courtwright	Jan. 14, 1862.
James Williams	Jan. 21, 1850.
Giles Sanford	Jan. 21, 1850.
Wilson King	July 25, 1849, to Nov. 3, 1852.
John Scouller	Jan. 21, 1850, to Jan. 18, 1853.
Judah C. Spencer	Jan. 14, 1862.
John A. Tracy	Aug. 8, 1851, to consolidation, May 15, 1867.
Dean Richmond	Nov. 25, 1852, to Aug. 27, 1866. (death.)
John H. Walker	Jan. 18, 1853, to consolidation, May 15, 1867.
Prescott Metcalf	Jan. 14, 1862.
Andrew Scott	Nov. 26, 1853, to Jan. 14, 1862.
John Brawley	Dec. 8, 1853, to Jan. 16, 1859 (death.)
William L. Scott	Feb. 19, 1859, to consolidation, May 15, 1867.
George Palmer	Jan. 14, 1862, to Sept. 19, 1864. (death.)
Charles H. Lee	consolidation, May 15, 1867.
John W. Walker	Jan. 13, 1863.
William S. Brown	Jan. 13, 1863 to consolidation, May 15, 1867.
Alanson Robinson	Jan. 9, 1865.

#### PRESIDENTS.

Charles M. Reed	Jan. 22, 1847, to Nov. 22, 1853.
John A. Tracy	Nov. 26, 1853, to consolidation, May 15, 1867.

#### SUPERINTENDENT.

John F. Tracy	April 1, 1852, to April 1, 1854.
After which the road was operated by the Buffalo & State Line Railroad under contract.	
Mr. Tracy died Feb. 13, 1878.	

**1867.—1869.**

## BUFFALO & ERIE RAILROAD COMPANY.

Formed by Consolidation, Buffalo & State Line, Erie & North East, May 15, 1867.

Consolidated into L. S. & M. S., August 10, 1869.

#### ORGANIZATION.

#### DIRECTORS.

William Williams	May 15, 1867, to consolidation with L. S. & M. S., Aug. 1869.
Charles H. Lee	" " "
Alanson Robinson	" " "
John H. Chedell	" to June, 1868.
Joseph Field	" to June, 1868—Died Jan. 27, 1879.
George W. Patterson	" to June, 1868.
Milton Courtwright	" to consolidation with L. S. & M. S., Aug. 1869.
Charles M. Reed	" " "
John A. Tracy	" to June, 1868.
John M. Hutchinson	" to consolidation with L. S. & M. S., Aug. 1869.
Edwin Smith	" to 1869. (death.)
William G. Fargo	" to Feb., 1868.
James C. Harrison	" to consolidation with L. S. & M. S., Aug., 1869.
Horace F. Clark	Feb. 28, 1868, to consolidation with L. S. & M. S., Aug. 1869.
Augustus Schell	June, 1868, " "
William L. Scott	" " "
Gibson T. Williams	" " "
Henry L. Lansing	" " "
George H. Chase	June, 1869, " "

#### PRESIDENT.

William Williams	May, 1867, to consolidation with L. S. & M. S., Aug., 1869.
------------------	---

#### VICE PRESIDENT.

Charles H. Lee	May, 1867, to consolidation with L. S. & M. S., Aug., 1869.
----------------	---

#### SUPERINTENDENT.

Robert N. Brown	May, 1867, to consolidation with L. S. & M. S., Aug., 1869.
-----------------	---

## 1849.—1869.

# CLEVELAND, PAINESVILLE AND ASHTABULA R. R. CO.

Organized August 1, 1849.

Absorbed Franklin Canal Co's R. R. (Erie Westward to State Line) by purchase, June 19, 1854.

Name changed to "LAKE SHORE RAILWAY," March, 1868.

Consolidated into LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY Co., May, 1869.

## ANNUAL ELECTION—AUGUST.

### DIRECTORS.

Alfred Kelly	August 1, 1849, to December 8, 1853.
"	August 8, 1854, until death, in December, 1859.
Heman B. Ely	August, 1849, to August, 1851.
George G. Gillett	" " to August, 1852.
David R. Paige	" " to August, 1858—Died July 7, 1877.
Peleg P. Sanford	" " to August, 1851.
E. B. Woodbury	February, 1851, to August, 1851.
William Case	March, 1851, to death, April 3d, 1862.
Charles Hickox	August, 1851, to August, 1858.
Thomas M. Kelly	" " to consolidation, May, 1869—Died June 12, 1878.
W. D. Beattie	" " to August, 1861.
Stillman Witt	August, 1852, to consolidation, May, 1869.
Amasa Stone	August, 1853, to " "
George B. Ely	" " to August, 1855.
"	May, 1862, to consolidation, May, 1869.
Erastus Case	August, 1854, to August, 1855—Died October 21, 1857.
T. P. Case	August, 1855, to August, 1858.
J. B. Johnson	" " to death in 1863.
Samuel J. Randall	" " to June, 1864.
"	June, 1868, to consolidation, May, 1869.
James Miles	August, 1855, to death, in 1868, (March 27.)
H. B. Payne	" " to consolidation, May, 1869.
Hamilton White	August, 1858, to death in 1865.
E. M. Gilbert	" " to death in 1868.
Cyrus C. Dennis	" " to death in 1866, (May 31.)
William Collins	August, 1860, to consolidation, May, 1869—Died June 18, 1878.
Henry E. Parsons	August, 1861, to " "
J. W. Wetmore	March, 1863, to " "
William Gibson	June, 1864, to June, 1868.
J. H. Wade	December, 1865, to December, 1866.
"	June, 1868, to consolidation, May, 1869.
Charles P. Wood	June, 1866, to " —Died Oct. 7, 1878.
M. L. Sykes, Jr.	December, 1866, to September, 1867.
John Newell	October, 1867, to March, 1868.
J. H. Devereux	May, 1868, to consolidation, May, 1869.
Henry Rawle	" " " "

### PRESIDENTS.

Heman B. Ely	August, 1849, to March, 1851.
Alfred Kelly	March, 1851, to December, 1853.
William Case	December, 1853, to August, 1858.
Amasa Stone	August, 1858, to March, 1869.
J. H. Devereux	March, 1869, to consolidation, May, 1869.

### VICE PRESIDENTS.

William Case	March, 1851, to December, 1853.
Charles Hickox	September, 1854, to August, 1858.
Stillman Witt	December, 1858, to December, 1866.
"	March, 1869, to consolidation, May, 1869.
M. L. Sykes, Jr.	December, 1866, to September, 1867.
John Newell	October, 1867, to March, 1868.
George B. Ely	March, 1868, to May, 1868.
J. H. Devereux	May, 1868, to March, 1869.

### SUPERINTENDENTS.

Amasa Stone	December, 1852, to July, 1853.
L. Tilton	July, 1853, to December, 1855—Died March, 1877.
Henry Nottingham	May, 1856, to December, 1868.
Charles Collins	Dec., 1868, to consolidation, May, 1869—Died Jan. 17, 1877.

TOLEDO, NORWALK & CLEVELAND R. R.

Consolidated into Cleveland and Toledo, September 1, 1853.

Charles L. Boalt.....	September," 1850, to consolidation,	September," 1853—Died Aug., 10, 1870.
Timothy Baker.....	"	—Died Jan., 26, 1878.
E. B. Perkins.....	" to January, 1852.	
Frederick Chapman.....	" to consolidation, September," 1853—	Died April 26, 1861.
Matthew Johnson.....	"	—Died Oct. 30, 1861.
Alvin Coles.....	" to January, 1852.	
George G. Baker.....	" to June, 1851—Died April, 22, 1877.	
Henry Cowles.....	June, 1851 to consolidation September, 1853.	
Sardis Burchard.....	January," 1852, to consolidation, September," 1853—	Died Jan. 21, 1874.
J. H. Whitaker.....		

E. B. PHILLIPS, Superintendent,

JUNCTION RAILROAD, (NOW SANDUSKY DIVISION.)

Consolidated into Cleveland & Toledo, September 1, 1853.

First Board elected, June 7, 1850.

Herman Ely, Jr.  
Artemas Beebee.  
Orrin Cowles.  
A. M. Porter.  
Heman B. Ely.  
John A. Foot.

Daniel Hamilton.

In the Board subsequently, (June, 1851, to September, 1853.)

D. P. Rhodes.  
R. H. Gilson.  
J. C. Parker.  
John W. Sprague.  
E. C. Litchfield.  
E. B. Litchfield.  
W. J. Gordon.  
J. H. Magruder.

**1853.—1869.**

## CLEVELAND AND TOLEDO RAILROAD CO.

A consolidation of Toledo, Norwalk and Cleveland Junction R. R., September 1, 1853.  
Consolidated into Lake Shore Railway March 19, 1869

### DIRECTORS AND OFFICERS—16 YEARS.

Samuel F. Vinton	September 1853, to September 1854.
E. Lane	" to July, 1856.
C. L. Boalt	"
Edwin C. Litchfield	" to November 1853.
John Stryker	" to October, 1853.
William Jarvis	" to August, 1857.
E. B. Litchfield	"
D. B. Fearing	October 1853, to September, 1854.
W. H. Russell	November 1853, to November, 1854.
J. L. Hewit	July 1854, to July, 1855.
J. P. Waring	" to death in 1860 (November 10.)
Henry Martin	September 1854, to July, 1856.
Charles Butler	November 1854 to July, 1853 and July 1856, to August, 1857.
E. B. Phillips	July, 1855, to July, 1856.
W. F. Kittredge	died May 12, 1877.
Daniel P. Rhodes	July 1856, to June 1859, died August 5, 1875.
Joseph Lyman	" also June 1860, to June 1864.
F. T. Barney	"
John Gardiner	" to consolidation March 1869.
Elisha C. Litchfield	" to June, 1857.
Calvin Burr	June 1857, to June, 1859.
Henry Chauncey	August, 1857, to June, 1859.
Geo. Talbot Olyphant	" to June 1863.
Edwin Bartlett	" to June 1859.
T. P. Hardy	June, 1859, to June, 1860, and June, 1864, to June, 1867.
Amasa Stone	June, 1859, to June, 1860, also June, 1863, to June, 1861, also
William Durbin	June, 1859, to June, 1860. (June, 1867, to June, 1868.
Samuel M. Young	" to consolidation March 1869.
Warren Colburn	" to June, 1860.
William Williams	"
Dean Richmond	"
Henry Keep	" also June, 1864, to June, 1867.
Wm. M. Vermilye	" to June 1864.
A. N. Ramsdell	"
John W. Sprague	June, 1860, to June, 1862.
Jos. Benjamin	"
James Mason	June, 1861, to consolidation, March 1869.
John P. Howard	June, 1862, to June, 1863.
H. B. Hurlbut	" to June 1864.
A. G. Jerome	June, 1863, to June, 1864.
A. H. Barney	June, 1864, to June, 1867.
D. N. Barney	—Died March 8, 1874.
E. T. H. Gibson	" to June, 1865.
Truman H. Hoag	" to June, 1867—Died Feb. 7, 1870.
John Newell	June, 1865, to June, 1868.
J. H. Wade	June, 1867 to consolidation, March 1869.
H. C. Stinson	" to June, 1868.
William H. Vanderbilt	" to consolidation, March 1869.
James H. Banker	"
George B. Ely	June, 1868, " "
H. B. Payne	" " "
J. H. Devereux	" " "

### PRESIDENTS.

Samuel F. Vinton	September, 1853 to September, 1854,
Henry Martin	September, 1854 to April, 1856.
John B. Waring	April, 1856, to November 10, 1860. (death.)
John Gardiner	November, 1860, to June, 1865.
John Newell	June, 1865, to January, 1868.
Amasa Stone	January, 1868, to June, 1868.
George B. Ely	June, 1869, to consolidation March 1869.

### SUPERINTENDENTS.

E. B. Phillips	September, 1853, to September, 1858.
L. D. Rucker	May, 1859, to April, 1867.
Henry Nottingham	October, 1867, to December, 1868.
Charles Collins	December, 1868, to consolidation with L. S. & M. S. May, 8, [1869.



**1846-1855.****MICHIGAN SOUTHERN RAILROAD CO.**

Company organized November, 1846.

Consolidated into Michigan Southern &amp; Northern Indiana April 26, 1855.

**DIRECTORS.**

James J. Godfroy .....	November, 1846, to June, 1847.
Samuel J. Holley .....	" " to June, 1849.
Charles Noble .....	" " to June, 1851.
George W. Strong .....	" " to June, 1847.
Henry Waldron .....	" " to May, 1849.
Stillman Blanchard .....	" " to June, 1847.
Elisha C. Litchfield .....	" " to consolidation, April, 1855.
William A. Richmond .....	" " to June, 1849.
Tunis B. Van Brunt .....	" " " "
Daniel S. Bacon .....	June, 1847, to June, 1849.
Jacob Ten Eyck .....	" " " "
N. B. Kidder .....	" " to April, 1848.
David A. Noble .....	April, 1848, to December, 1848.
Edwin C. Litchfield .....	December, 1848, to consolidation, April, 1855.
John Stryker .....	May, 1849, to " "
Charles Butler .....	" " " "
Hugh White .....	" " " "
Joel Rathbun .....	June, 1849, to June, 1850.
Charles Seymour .....	" " " "
John B. Jervis .....	June, 1850, to consolidation, April, 1855.
William L. Marcy .....	" " to April 1853
Henry Dwight, Jr. ....	June, 1851, to April, 1852.
John S. Barry .....	April, 1852, to consolidation, April, 1855.
Robert B. Doxtater .....	April, 1853, to May, 1853, (death.)
James Archbald .....	December, 1853, to consolidation, April, 1855.
Irad Hawley .....	September, 1854, " "

**PRESIDENTS.**

James J. Godfroy .....	November, 1846, to June, 1847.
Tunis B. Van Brunt .....	June, 1847, to December, 1848.
Charles Noble .....	December, 1848, to August, 1849.
George Bliss .....	August, 1849, to July, 1852.
John B. Jervis .....	July, 1852, to March, 1853.
Robert B. Doxtater .....	April, 1853, to May, 1853—Died very suddenly at La Porte.
John B. Jervis .....	June, 1853, to consolidation, April, 1855.

**SUPERINTENDENTS.**

Joseph H. Cleveland .....	1840-1846.—Road operated by State of Michigan.
Thomas G. Cole .....	December, 1846, to January, 1850.
Lewis W. Ashley .....	January, 1850, to April, 1851.
E. P. Williams .....	April, 1851, to March, 1852.
Joseph H. Moore .....	March, 1852, to May, 1854.
James Moore .....	May, 1854, to consolidation, April, 1855.

**1849-1855.****NORTHERN INDIANA RAILROAD CO.**

Organized November 20, 1849. Consolidated with Michigan Southern April 26, 1855.

**DIRECTORS.**

A. P. Andrew, Jr. ....	November, 1849, to April, 1851.
W. C. Hannah .....	" " to consolidation, April, 1855.
James Bradley .....	" " to June, 1851.
Oliver P. Ludlow .....	" " " "
Ezekiel Morrison .....	" " to consolidation, April, 1855.
John B. Fravel .....	" " to June, 1850.
George Bliss .....	" " to consolidation, April, 1855.
John Stryker .....	" " " "
Edwin C. Litchfield .....	" " " "
Charles Butler .....	" " " "
John B. Jervis .....	" " to Feb., 1852, also Jan., 1853, to consolidation,
William L. Marcy .....	" " to October, 1853.
Thomas S. Stanfield .....	" " " "
Havilah Beardsley .....	June, 1850, to consolidation, April, 1855.
John B. Niles .....	April, 1851, to October, 1853.
Hugh White .....	June, 1851, to consolidation, April, 1855.
Elisha C. Litchfield .....	" " " "
Charles K. Hamilton .....	February, 1853, to October, 1853.
Calvin Burr .....	January, 1853, to " "
Walter S. Gurnee .....	" " " "
Robert B. Doxtater .....	April, 1853, to May, 1853, (death.)
James Archbald .....	October, 1853, to consolidation, April, 1855.

OFFICERS—Same as Michigan Southern.

1855-1869.

# MICHIGAN SOUTHERN & NORTHERN INDIANA R. R. CO.

A Consolidation of Michigan Southern, Northern Indiana, April 26, 1855.

Consolidated with LAKE SHORE RAILWAY, May 8, 1869.

Consolidated with BUFFALO AND ERIE, August 10, 1869.

## ANNUAL ELECTION-APRIL.

### DIRECTORS.

John B. Jervis.....	April, 1855, to January, 1857, and Sept., 1857, to April, 1858.
Thomas Barron.....	" " to April, 1857.
Hugh White.....	" " and April, 1860, to Sep. 22, 1865,
Hamilton White.....	" " (death.)
Edwin D. Morgan.....	" " to September, 1857.
Daniel B. St. John.....	" " and April, 1858, to April, 1860.
John S. Barry.....	" " and April, 1858, to April, 1860.
Ezekiel Morrison.....	" " and April, 1858, to April, 1860.
Edwin C. Litchfield.....	" " and April, 1858, to April, 1860.
Elisha C. Litchfield.....	" " and April, 1858, to April, 1860.
John Wilkinson.....	" " and April, 1858, to April, 1860.
Charles Butler.....	" " and April, 1858, to April, 1860.
John Stryker.....	" " and April, 1858, to April, 1860.
William B. Welles.....	January, 1857, " " and April, 1858, to July, 1859.
Moreau Delano.....	" " to April, 1857.
John A. C. Gray.....	April, 1857, to Sept., 1857.
Jonathan H. Ransom.....	" " and April, 1858, to April, 1860.
William M. Vermilye.....	" " and April, 1858, to April, 1860.
Heman J. Redfield.....	" " and April, 1858, to April, 1860.
Henry Keep.....	" " and April, 1860, to con., May 1869.
Charles Minot.....	August, 1857, " " and April, 1860, to con., May 1869.
Crisis of 1857—Company's paper went to protest—entire Board resigned—Special meeting of Stockholders held at Adrian, September 25, 1857—following completely new Board elected:	
John B. Jervis (2d time).....	September, 1857, to April, 1858.
Joseph K. Riggs.....	" " to April, 1860.
Robert M. Olyphant.....	" " to April, 1860.
Schuyler Colfax.....	" " to April, 1860.
Clarkson N. Potter.....	" " to April, 1860.
George Bliss.....	" " to April, 1860.
John C. Wright.....	" " —Died January 24, 1862.
Roswell S. Burrows.....	" " —Died March 30, 1879.
Nelson Beardsley.....	" " to consolidation, May, 1869.
John S. Prouty.....	" " April, 1860.
Ransom Gardner.....	" " April, 1860.
Hiram Sibley.....	" " April, 1860.
William Walcott.....	" " October, 1859, (death.)

### KEEP-LOCKWOOD ADMINISTRATION-1860-1869.

Henry Keep. (2d time).....	April, 1860, to consolidation, May, 1869—Died July 30, 1869.
Elisha M. Gilbert.....	" " to April, 1864.
Albert Havemeyer.....	" " to consolidation, May, 1869.
Allan Campbell.....	" " to March, 1863.
Milton Courtwright.....	" " to April, 1865.
Hamilton White, (2d time).....	" " to Sept. 22, 1865, (death.)
Nelson Beardsley.....	" " to consolidation, May, 1869.
William Williams.....	" " to consolidation, May, 1869.
Stillman Witt.....	" " to April, 1864.
John S. Barry, (2d time).....	" " to consolidation, May, 1869—Died Jan. 14, 1870.
Philo Morehous.....	" " to consolidation, May, 1869—Died Jan. 14, 1870.
Martin L. Sykes, Jr.....	" " to August, 1865.
Jonathan H. Ransom, (2d time).....	" " to September, 1860.
William Keep.....	April, 1861, to August, 1865, (death.)
LeGrand Lockwood.....	April, 1863, to consolidation, May, 1869—Died Feb. 24, 1872.
Danford N. Barney.....	April, 1864, " " —Died March 8, 1874.
John P. Acker.....	" " to April, 1865.
James H. Banker.....	April, 1865, to April, 1867.
Elijah B. Phillips.....	September, 1865, to consolidation, May, 1869.
Albert Keep.....	" " to consolidation, May, 1869.
Jesse Hoyt.....	April, 1866, to " " —Died Feb. 7, 1870.
Truman H. Hoag.....	April, 1867, to " " —Died Feb. 7, 1870.

### PRESIDENTS.

John Wilkinson.....	April, 1855, to April, 1857—Died September 19, 1862.
Edwin C. Litchfield.....	April, 1857, to August, 1857.
Jonathan H. Ransom.....	August, 1857, to September, 1857.
John B. Jervis.....	September, 1857, to April, 1858.
George Bliss.....	April, 1858, to April, 1860—Died April 19, 1873.
Elisha M. Gilbert.....	April, 1860, to June, 1863.
Martin L. Sykes, Jr.....	(Vice Pres't April, 1860, to April, 1864,) April, 1864, to Aug. '65.
Elijah B. Phillips.....	October 1, 1865, to consolidation, May, 1869.

### GENERAL SUPERINTENDENTS

James Moore.....	April, 1855, to May, 1856.
Sam Brown.....	May, 1856, to July, 1858.
John D. Campbell.....	August, 1858, to August, 1863, (death.)
Henry H. Porter.....	November, 1863, to October, 1865.
Charles F. Hatch.....	October, 1865, to consolidation, May, 1869.

**1869.—1878.**

## THE LAKE SHORE & MICHIGAN SOUTHERN R'Y CO.

A consolidation of Lake Shore R'y Co., Michigan Southern & Northern Indiana, R. R. Co., May 8, 1869,  
Buffalo & Erie R. R. Co. August 10, 1869. First election June 2, 1869.

### ANNUAL ELECTION—FIRST WEDNESDAY IN MAY.

#### DIRECTORS.

Horace F. Clark.....	June 2, 1869, to	June 19, 1873, (death).
James H. Banker.....	"	May 6, 1874.
LeGrand Lockwood.....	"	October 5, 1869—Died February 24, 1872.
William Williams.....	"	May 5, 1875—Died September 10, 1876.
Elijah B. Phillips.....	"	May 4, 1870.
John H. Devereux.....	"	"
Henry B. Payne.....	"	"
George B. Ely.....	"	August 18, 1869—Died May 18, 1877.
Jeptha H. Wade.....	"	January 13, 1870.
William L. Scott.....	"	"
Milton Courtright.....	"	May 1, 1872.
Jerome W. Wetmore.....	"	October 14, 1869.
Albert Keep.....	"	"
Amasa Stone.....	August 18, 1869.	
Alanson Robinson.....	October 5, 1869, to	May 4, 1870—Died May 21, 1870.
Augustus Schell.....	October 14, 1869.	
Stillman Witt.....	January 13, 1870, to	April 29, 1875, (death).
John A. Tracy.....	May 4, 1870, to	February 27, 1875, (death).
Azariah Boody.....	May 4, 1870, to	May 6, 1874.
William D. Bishop.....	May 8, 1871, to	July 1, 1873.
Charles M. Reed.....	May 1, 1872.	
Cornelius Vanderbilt.....	July 1, 1873, to	January 4, 1877, (death).
William H. Vanderbilt.....	July 1, 1873.	
Samuel F. Barger.....	May 6, 1874.	
Eugene N. Robinson.....	May 6, 1874, to	May 5, 1875.
Robert L. Crawford.....	May 5, 1875, to	May 2, 1877.
Judah C. Spencer.....	"	to May 3, 1876.
J. Condit Smith.....	"	to May 3, 1876.
John E. Burrill.....	"	"
Francis P. Freeman.....	May 3, 1876.	
Andrew D. White.....	"	to May 1, 1878.
Cornelius Vanderbilt.....	May 2, 1877.	
William K. Vanderbilt.....	"	"
Rasselas Brown.....	May 1, 1878.	

#### PRESIDENTS.

Elijah B. Phillips.....	June 2, 1869, to	May 4, 1870.
Horace F. Clark.....	May 4, 1870, to	June 19, 1873, (death).
Cornelius Vanderbilt.....	July 1, 1873, to	January 4, 1877, (death).
William H. Vanderbilt.....	May 2, 1877.	

#### VICE PRESIDENTS.

John H. Devereux.....	June 2, 1869, to	May 4, 1870.
William Williams.....	"	"
Augustus Schell.....	May 4, 1870.	
William H. Vanderbilt.....	May 6, 1874, to	May 2, 1877.

#### GENERAL MANAGERS.

John H. Devereux.....	May 4, 1870, to	June 1, 1873.
Amasa Stone.....	July 1, 1873, to	June 30, 1875.
John Newell.....	July 1, 1875.	

#### GENERAL SUPERINTENDENTS.

Charles F. Hatch.....	June 2, 1869, to	March 31, 1872.
Charles Paine.....	April 1, 1872.	